

The Mining Journal

RAILWAY AND COMMERCIAL GAZETTE

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 1110—Vol. XXVI.]

LONDON, SATURDAY, NOVEMBER 29, 1856.

(WITH SUPPLEMENT) {STAMPED . . . SIXPENCE.
UNSTAMPED . . . FIVEPENCE.

MINING EXCHANGE OF LONDON.

The following are MEMBERS of the MINING EXCHANGE:—
W. Bawden. W. C. Foulkes. H. B. Rye.
T. Bensons. W. Michell. T. P. Thomas.
F. E. Blyth. G. Moore. J. S. Tripp.
J. B. Brencley. J. H. Murchison. Watson and Cuell.
P. Clay. T. Painter. P. Watson.
Thos. Field. Powell and Cooke.
Spread Eagle-court, Finch-lane, Nov. 14, 1856. N. F. WATSON, Hon. Sec.

MR. JAMES CROFTS, MINING AND SHAREBROKER,
No. 1, VINCH LANE, CORNHILL, LONDON, TRANSACTS BUSINESS,
DIVIDEND MINES, well selected, are the best of any known investments—paying from 15 to 20 per cent. per annum in dividends. The choice of NON-DIVIDEND MINES for speculation requires careful discrimination.
Mr. Crofts is a BUYER or SELLER of the following:—Alfred Consols, Bedford United, West Wrey, Sortridge Consols, North Basset, West Basset, Trethews, Wh. Rother, Rosewarne, Wheal Edward, West Providence, Wheal Kitty (St. Agnes), Collicombe, St. Austell Consols, Harward United, Vale of Towy, Brynfor Hall, Ganton United, Eaglebrook, Ding Dong, Wh. Mary Ann, Great Hewas, Wh. Buller, Wheal Basset, United Mines (Gwenap), Bryntall, Great Wheal Alfred, Great South Tolgus, Calstock Consols, Porthkerry United, Hill of Towy, Wheal Margery.
Mr. Crofts is a SPECIAL BUYER of Great Hewas and Mollard shares.

MR. JAMES LANE, No. 29, THREADNEEDLE STREET, has BUSINESS TO TRANSACT in most of the DIVIDEND and PROGRESSIVE MINES; and begs to refer to his *Weekly Mining Review*, published every Friday.

MR. JAMES B. BRENCLEY, No. 2, PINNER'S COURT, OLD BROAD STREET, TRANSACTS BUSINESS IN BRITISH AND FOREIGN MINING SHARES, BANK, RAILWAY, AND INSURANCE SECURITIES, for cash. Every information afforded as to the market value of the above, and of those most eligible as an investment, upon application, personal or otherwise.

DIVIDEND MINES, well selected, are the BEST of all PUBLIC INVESTMENTS, paying, as they do (in dividends every two or three months), from 20 to 30 per cent. per annum. NON-DIVIDEND MINES, carefully chosen, frequently advance in price 500 per cent. or more.

PETER WATSON, MINING BROKER, having 15 years' experience in every department of mining and its management, together with an extensive and regular correspondence with mining agents and others in Cornwall, Devon, and elsewhere, is enabled to judge of and select mines of intrinsic value. Peter Watson, being Member of the Mining Exchange, will forward a list of prices when required, and may be consulted daily as to purchases, sales, &c.
Bankers—Union Bank of London.
Commission 1½ per cent. on all transactions.
57, Threadneedle-street, London, Nov. 28, 1856.

MR. J. WILLIAM COLLINS, MINING AND GENERAL COMMISSION AGENT, 27, AUSTIN FRIARS, LONDON.
The quickest information on the condition of mines secured through parties of position and experience living in the mining districts, and TRUSTWORTHY REPORTS and RECOMMENDATIONS furnished. Engaged 12 years at large Cornish mines. TRANSACTIONS in all the DIVIDEND and ADVANCING MINES, RAILWAY, BANK, and INSURANCE SHARES, the STOCKS and FUNDS.

MR. A. FRANCIS, MINING AND GENERAL COMMISSION AGENT, MAY BE CONSULTED at present at No. 161, FLEET STREET (Anderson's Hotel), from Two until Four P.M.
British and Foreign Mines inspected and reported on.

MR. E. GOMPERS, No. 98, GRACECHURCH STREET, has BUSINESS TO TRANSACT in most of the leading DIVIDEND and PROGRESSIVE MINES. Also, in Life, Fire, Marine Insurance, Steam Navigation, various Gas Companies, and various Joint-Stock Companies' Shares, returning regular dividends.

MINES SHARES FOR SALE.
50 West Par, 10s. 10 Par Consols, £21½. 20 St. Austell Cons., £1½.
40 Oola, 12s. 100 Bedford Consols, 10s. 5 Stray Park.
500 Great Vor, £3. 100 Buller and Bertha, £2½. 4 West Frances, £15.
500 Mollard. 100 Great Hewas, 15s. 10 Clifton and Wentworth, £10½.
50 Lady Bertha, 21s.

WANTED TO BUY—
50 to 100 Riton Castle, 25s. 2 Herward United. 2 Providence, £80.
100 Great Vor. 100 Great Alfred, £10½. 50 Pendern Consols, £3½.
100 Margery. 200 Great Hewas, 15s. 100 Swanpool.
5 Ding Dong, £33. 30 Wheal Kitty (St. Ag.), 1 Wheal Buller.
10 Wheal Wrey, £3½. £5 is 3d. 2 South Caradon, £200.
10 Trethews, £3½. 30 Wheal Grenville, 50s. 100 to 500 Guskus, 4s.

Mr. LEEAN will also BUY and SELL to order on commission, 2½ per cent.
Mr. LEEAN will also undertake to have good and authentic reports furnished to capitalists, without any cost beyond the surveyor's charges.
A correct list of prices, and every other useful information given, either personally or by letter.
Mr. LEEAN has also instructions to SELL a great many mine shares, and BUY into railway shares. This medium of communication will be found most acceptable to gentlemen seeking good and profitable investments.
MR. LEEAN, 4, Cushion-court, Old Broad-street.

GEORGE SPATLEY has FOR SALE the following SHARES,
at much LOWER PRICES than hitherto offered:—
2 Rosewarne United. 2 Herward United. 5 Par Consols.
10 Great Wheal Alfred. 5 West Providence. 10 Hington Down.
20 Wheal Edward. 5 East Wheal Russell. 5 Wheal Uny.
100 South Condurrow. 15 North Trevelyan. 10 Yeoland Consols.
10 Porthkerry. 3 East Wheal Rose. 50 Chancelorville.
5 Wheal Kitty (Lelant). 10 Wheal Wrey. 1 Wheal Buller.
10 South Gorland. 10 Wheal Margery. 10 West Par.
1 South Garrant. 15 Ding Dong. 15 Trehidy.

And will BUY 100 Pedn-an-drea, 50 North Wheal Uny, 10 Alfred Consols, 2 Mary Ann, 150 Wheal Grenville, 10 Trethews, 50 Riton Castle. Parties offering any of the above, will please state lowest price at once.
15, Old Broad-street, London.

MR. GEORGE BUDGE, of 4, BIRCHIN LANE, CORNHILL, LONDON, has SHARES FOR SALE at the following prices:—
2 Alfred Consols, £10½. 20 Holmbush. 5 Rosewarne & Herland.
10 Brodford, £3. 10 Hington Down. 20 South Gorland, £3.
5 Ding Dong. 2 Ludcott. 20 South Grenville.
5 East Wheal Rose. 2 Margery. 100 Trec Sid, 4s. 6d.
5 St. Sou. Tolgus, £14½. 1 Mary Ann. 10 Trethews, £3½.
Ganton, 22s. 30 North Downs. 10 Tincroft.
5 St. Wh. Alfred, £10½. 1 Old Tolgus Uni., £101.
20 St. Wh. Baddern, 28s. 5 Porthkerry United. 100 Vale of Towy.
30 Grenville. 20 Pedn-an-drea, 21s. 10 Wheal Emma, £9.
100 Great Hewas. 1 Providence, £69½. 1 Wheal Buller.

Mr. BUDGE is a BUYER of—
5 Great Sheba, £3½. 10 Trethews, £3½. 20 Wheal Grenville, 30s.
5 Ding Dong, £33. 15 Ludcott, 27s. 100 East Alfred.

MR. HENRY GOULD SHARP is INSTRUCTED TO SELL:
50 Severn, £1½. 10 Great Sheba, £3½. 300 South Wh. Wrey, £3½.
33 Sort and Bed., 1s. 6d. 30 So. Condurrow, 3s. 6d. 90 Railw. Pass. Ins., 12s.
50 Queen of Dart, 37s. 200 East Sortridge, 1s. 6d. 30 Nant. and Penr., £1½.
300 Lambest Consols, 3s. 300 Buller and Bertha, £1. 10 West Alfred, £9½.
30 Devon Wh. Buller, 21s. 300 Huelow Bridge, 7s. 6d. 150 West Sortridge, 6d.
4 Duke of Cornwall, 2s. 20 West Polberro, 25s. 30 East Frongoch, 1s. 6d.
160 Sou. Dev. Gt. Cons., 5s. 10 Hingat. Down, £3½. 100 Rheidol United, 20s.

The present depressed state of the Mining Share Market offers unusual facilities for investment in a few progressive mines, which must advance from 100 to 300 per cent. on their present price; a list of these mines, with prices, forwarded on application.
Mr. SHARP is INSTRUCTED TO BUY:—
30 Bedford United, 26s. 25 Great Sheba, £3. 50 Lady Bertha, 20s.
30 Hington Down, £3. 200 Mollard. 20 Sortridge Cons., £2½.
Offices, 2, Church-court, Clement's-lane, Lombard street, London.

MR. GARLAND DEALS IN ALL the DIVIDEND and PROGRESSIVE MINES, and will be happy to receive any instructions, which will be promptly attended to; and requests that gentlemen wishing to purchase or sell shares will send positive orders.
Offices, 2, Church-court, Clement's-lane, Lombard street, London.

DEPOSIT, LOAN, LIFE, AND FIRE OFFICE AGENCY.
MONEY ADVANCED upon HOUSE, LAND, RAILWAY, MINING, and OTHER PROPERTY, to any amount, at a low rate of interest. APPROVED BILLS DISCOUNTED, and all monetary transactions effected, on application to Mr. R. C. MARSHALL, 47, Old Broad-street, London; and St. Austell, Cornwall.

GEORGE MOORE, DEALER IN MINING SHARES,

1, CROWN COURT, THREADNEEDLE STREET.
GEORGE MOORE has FOR SALE the following SHARES, or any part, subject to commission as at foot:—
5 Alfred Consols, £17½. 5 North Basset. 5 West Basset, £32.
20 Drake Walls. 10 Bedford United. 5 Par Consols, £21½.
1 Ding Dong, £33½. 20 Sortridge Cons., £3½. 40 Vale of Towy, 14s. 6d.
5 St. Sou. Tolgus, £14½. 1 Rosewarne, £32½. 10 Wheal Wrey, £3½.
10 Exmouth and Adams. 10 Trethews, £3½. 2 West Providence, £14.
The above are all dividend-paying mines, and many of them selling at prices worthy the immediate attention of capitalists who prefer receiving dividends to paying calls.

1 Collicombe. 5 Great Alfred, £10½. 20 Sou. Condurrow, 6s. 9d.
1 East Basset. 20 Great Baddern, 25s. 6d. 50 St. Day United, 16s.
3 East Rose, £15½. 30 Ludcott, 35s. 6d. 20 Wheal Edward, £3½.
1 Grantham. 5 Porthkerry United, £9½. 20 Wh. Grenville, 35s. 6d.
1 South Elen, £3½.
The above are all good progressive mines, containing the elements of success—viz., good management and locality, and many of them will considerably advance in price during the ensuing year.

50 Chancelorville, 6s. 9d. 50 East Russell, 4s. 6d. 100 Sortridge and Bedford, 1s. 6d.
10 Devon Buller, £1. 20 Lady Bertha, 21s. 9d.
GEORGE MOORE will in future BUY or SELL any shares at the following charges:
For shares under £1 0 0 each, 6s. 6d. per share.
Above £1 0 0, and under 2 0 0 each, 1s. 6d. per share.
Above 2 0 0, and under 5 0 0 each, 1s. 6d. per share.
Above 5 0 0, and under 10 0 0 each, 2s. 6d. per share.
Above 10 0 0, 1½ per cent.

Every information given respecting the best description of shares, either for investment or speculation.
In any business that GEORGE MOORE is favoured with, in which he is the buyer, he will give cash on receipt of transfer; and will allow any purchaser of undoubted respectability to have shares registered, and receive certificates of same, previous to payment.

MR. JOS. JAS. REYNOLDS, JUN., 68, OLD BROAD STREET, LONDON.—BUSINESS TRANSACTIONS in every description of BRITISH and FOREIGN MINES; also, BRITISH and FOREIGN FUNDS and SECURITIES, on the usual terms of commission. Being in constant communication with the most skillful agents in all parts, Mr. J. J. REYNOLDS, JUN., is always in a position to give reliable information and advice to his clients and friends who may favour him with orders.

MESSERS. POWELL AND COOKE have FOR SALE the following DIVIDEND SHARES, which are paying 12½ to 20 per cent. —
10 Devon Consols. 5 Par Consols. 5 Great South Tolgus.
10 Drake Walls. 25 Sortridge Consols. 10 Wheal Wrey.
1 South Frances. 5 North Basset. 1 Wheal Buller.
1 Wheal Seton. 1 Wheal Clifford. 1 North Rosekar.
2 Mary Ann. 1 West Caradon. 20 Hington Down.
2 Ding Dong. 3 Rosewarne. 3 Gonnemans.
2 Trevelyan. 5 West Basset.

NON-DIVIDEND.
10 Rosewarne and Herland. 10 North Frances.
10 Grenville. 20 Calstock Consols.
And are BUYERS of the following:—Vale of Towy, Tavy Consols, Lady Bertha, Exmouth and Adams, South Carn Brea, Wheal Kitty (St. Agnes), Bedford United, Wheal Trethews, Porthkerry United, Wheal Edward, Pembroke and East Crinnin, Queen of Dart. Parties desirous of disposing of any of the above shares, are requested to state the number and price per share.

Messrs. POWELL and COOKE beg to state that, for obvious reasons, they have discontinued attaching prices to their list. They feel convinced, however, of being enabled to supply shares on as favourable terms as are usually advertised, and with punctuality.
8, Hercules Chambers, Old Broad-street, London, Nov. 28, 1856.

SHARES WANTED.—MR. H. B. RYE is a BUYER of the following
at prices attached:—
25 Kitty (Lelant), £10½. 1 Rosecan, £92½. 1 South Caradon, £235.
7 Wh. Margaret, £37½. 1 Wheal Seton, £150. 5 Mary Ann, £40½.
2 Condurrow, £147½. 1 West Seton, £340. 1 South Frances, £340.
1 Grantham, £3½. 1 Dolcoath, £197½. 1 Trevean, £75.
10 Alfred Consols, £16. 1 Great Work, £145. 2 Trehellan, £17½.
25 Great Alfred, £10. 1 Providence Mines, £65. 1 West Caradon, £122½.
Mining Exchange, and 77, Old Broad-street, London. Established 15 years.

JAMES HERRON has FOR SALE the following SHARES, at the
prices quoted, and FREE OF COMMISSION:—
2 Alfred Consols, £17. 10 Ludcott, 35s. 6d. 20 St. Day United, 13s. 9d.
1 Basset. 5 Lady Bertha, 21s. 3d. 20 Treleigh Cons., 12s. 9d.
5 Boiling Well, £6 19s. 2 Margery. 20 Treleigh (New) 12s. 9d.
5 Bryntall, £3 18s. 9d. 1 Mary Ann, £42½. 1 Trevelyan, 31s.
5 Butterdon, £2½. 5 Mill Pool. 5 Trevelyan, £5 19s.
10 Ballyvirgin, £2½. 10 Mollard, 2s. 3d. 10 Trevelyan, £3 18s. 9d.
10 Bewick Consols, £1 14s. 5 North Robert, £35½. 5 Trehane.
5 Carnarvon. 15 North Downs, 37s. 6d. 10 Tincroft, £3 13s. 9d.
1 Cefn Brynwyn, £60. 10 Nor. Wh. Uny, £3½. 10 Tamar Consols.
2 Clifton and Wentworth. 1 North Frances. 10 Tavy Consols.
5 Drake Walls, 35s. 20 North Towy, 5s. 6d. 20 Vale of Towy, 13s. 9d.
1 Ding Dong, £32 17s. 15 Pen. and E. Crin., 10s. 9d. 5 Wh. Charlotte, £3 19s.
1 East Wh. Rose, £14½. 3 Porthkerry United, £10½. 5 Wheal Zion.
5 East Buller, £2½. 1 Providence, £68½. 5 Wheal Hender.
5 St. Wh. Fortune, £5½. 10 Pedn-an-drea. 2 Wheal Margaret, £42.
5 St. Wh. Vor (including the call of £2), £3 3s. 10 Rosewarne, £36½. 5 Wheal Wrey, £6½.
10 Gilmor, £2 10s. 1 Rosewarne, £36½. 2 West Providence.
1 Grantham, £3½. 3 South Crofty. 5 Wheal Grenville.
5 Great Wheal Alfred, £10 8s. 9d. 10 Sou. Condurrow, 3s. 6d. 5 W. Alfred Cons., £12½.
10 Hawkmoor. 5 South Gorland, 4s. 10 West Par Consols.
3 Holmbush, 25s. 6d. 10 Sortridge and Bedford. 5 Wh. Edward, 35s. 9d.
5 Kelly Bray. 1 South Frances, £35½. 10 paid-up shares in the Crystal Palace Dist. Gas Company.
5 Kitty (St. Agn.), 25s. £3 5s. 50 Wheal Uny, £4½.

Mr. HERRON has read with attention the remarks made in the City Article, in a recent number of the Journal, on advertising shares at prices which, when applied for, the broker declined selling. As regards the impropriety of such conduct there can be but one opinion—that it is to be highly censured. Your city correspondent should not stop there, however, but should also direct his attention to the system sometimes adopted in the Mining Exchange, of marking prices as business done, when such quotations are not unfrequently very different to the general business of the day, and which not only tends to mislead the public, but creates much confusion and want of confidence. It is also to be regretted that a system of puffing, and an assumed right of dictation, has lately become too frequent in the Mining Market—for instance, it will be remembered how, very lately, all were stigmatised who dared to advertise shares with the prices annexed; and so derogatory and improper was it considered, that the members of the Mining Exchange were prohibited from doing so by the severe penalty of expulsion. But even that powerful body has been obliged to give way, thus demonstrating the folly and weakness of this assumed dictation.

Mr. HERRON will publish his list as usual, and is not afraid that, by perseverance and attention to the business entrusted to him, in addition to many years' experience of the Mining Market, he will retain a fair amount of public support.
2, Adam's-court, Old Broad-street, London, Nov. 28, 1856.

MR. A. H. PATTERSON, C.E., LAUNCESTON, will UNDERTAKE SURVEYS, PLANS, &c., of MINES and MINERAL PROPERTY.

MR. B. LAMBERT, STOCK, SHARE, AND MINING AGENT,
3, HATTON COURT, THREADNEEDLE STREET.

MR. WILLIAM MICHELL CONTINUES TO DEAL IN ALL
DIVIDEND and good PROGRESSIVE MINES, at exceedingly close prices. Cash given in exchange for transfers to all well-known parties; and parties of respectability can have shares registered previous to payment.
Money advanced on Mining Shares.
3, Austin Friars, Old Broad-street, London, Nov. 21, 1856.

MR. F. LISABÉ, C.E., CONSULTING MINING ENGINEER,
OFFICE, 2, DAME STREET, DUBLIN.

MR. LISABÉ may be CONSULTED personally, or by letter. His long experience in Ireland will be found useful to capitalists desirous of investing money in mining and other speculations in that country.

MINING, AUCTIONEER'S, AND GENERAL AGENCY
OFFICES, LEEDS.—MR. J. B. HEZLES begs to OFFER HIS SERVICES TO MINING COMPANIES requiring the secretarial or books to be kept on the most approved and accurate methods. A person thoroughly acquainted with mining in all its details will be always on the premises, who will be prepared to offer advice to persons desirous of purchasing or selling interests in these stocks.—Offices of the Penrose Consols, the King and Queen of Dart, and the Withiel United Mines, 24, THE MIDLAND IRON COMPANY, ROTHERHAM, YORK.

THE MIDLAND IRON COMPANY, ROTHERHAM, YORK.
SHIRE, MANUFACTURERS OF RAILWAY TYRES AND AXLES FOR LOCOMOTIVE ENGINES, CARRIAGE AND WAGON WHEELS. From the tests to which this iron has been submitted by engineers and railway companies during several years, its superior quality has been generally acknowledged, and can be unhesitatingly affirmed.

MR. T. P. THOMAS has received instructions to SELL, BY PUBLIC AUCTION, at Garraway's Coffee House, Change-alley, Cornhill, London, on Tuesday, the 9th day of December next, at One o'clock precisely, in One Lot, and without reserve, that desirable property known as WHEEL TRENWITH, situate in the parish of St. Ives, Cornwall, and is directly east of the profitable mine, St. Ives Consols, together with the BUILDINGS, TWO STEAM-ENGINES, BOILERS, PUMPS, MATERIALS, and all other articles, forming the whole of the property in and on the mine belonging to the adventurers. It is held on an interminable sett, at 1-12th due, but the same are reduced by deed to 1-20th for 21 years, from the 30th day of March, 1854.

The former adventurers realised large profits from the said mine; and the present adventurers have laid out in machinery and underground works, available for a new set of adventurers, upwards of £14,000. The mine is in perfect working order, and offers to capitalists an opportunity rarely to be met with.
For viewing the same, application may be made to the agents, on the mine; and further particulars obtained by applying to Mr. R. H. HAMFIELD, solicitor, St. Ives; or to the auctioneer, 2, Crown-court, Threadneedle-street, London.

FOR ABSOLUTE SALE, DUFFRYN CASTELL LEAD AND BLENDE MINE,
LLANFHAEL-Y-CRODDIN, CARDIGANSHIRE.
WITH THE BUILDINGS, MACHINERY, PLANT, HALVAN ORES, TOOLS, STORES, &c.
MR. T. P. THOMAS has received instructions to SELL, BY PUBLIC AUCTION, at Garraway's Coffee House, Change-alley, Cornhill, on Tuesday, the 9th day of December next, at One o'clock precisely, in One Lot, and without reserve, that desirable property known as the DUFFRYN CASTELL MINE, in the parish of Nant-y-Croia, and on the Great Ystestean Lode, together with the BUILDINGS, 30-ft. WATER-WHEEL, 4 ft. breast, PUMPS, MATERIALS, &c., forming the property in and on the mine belonging to the adventurers.

The mine has been sunk to a considerable depth, and is at present available immediately for a new set of adventurers, and it adjoins the mail coach road from Aberystwyth to Rhayader.
The mine is in perfect working order, and offers to capitalists an excellent opportunity seldom to be met with.
The mine is held for the residue of a term of 31 years, commencing on Oct. 1850, at the yearly rent of £5, and 1-10th dues, with very liberal deductions for carriage and other charges, and also to a further royalty of 1-6th a ton on lead, and 9d. a ton on all other ores.

For viewing the same, applications may be made to Capt. JAMES LESTER, Pontrewyd, near Rhayader; and further particulars obtained by applying to Mr. V. PACE, 26, New Bridge-street, Blackfriars, London; and to the auctioneer, 2, Crown-court, Threadneedle-street.

MR. JOHN R. PIKE is INSTRUCTED TO DISPOSE OF SHARES in the following DIVIDEND and PROGRESSIVE MINES:—
1 Buller, £26s. 20 South Crofty, 10s. 1 Gramb. and St. Aubyn, £88.
10 Bryntall, £3½. 100 Trec Side, 3s. 9d. 10 West Stray Park.
20 Balmoon Consols, £3½. 10 Trevelyan, £3. 10 Kitty (Lelant), £10½.
27 East Trefusis. 1 West Frances, £21. 1 Clifton, £540.
50 East Frongoch. 10 Wheal Edward, £25. 2 Providence, £65½.
10 Forest, £1. 20 Great Baddern, 25s. 6d. 5 Bell and Lelant, £3½.
50 Hawkmoor, 7s. 6d. 5 Boiling Well, £6. 50 East Alfred, 19s. 6d.
20 Holmbush, 25s. 30 Stray Park. 10 Great Alfred, £10½.
25 Locand St. Aubyn, £1½. 30 Stray Park. 1 Buller and Bertha, 17s.
20 Lelant Consols, £4½. 30 Wheal Henry. 1 East Tolgus, £54.
5 North Busey, £4. 15 North Buller, £4. 25 Lady Bertha, 21s. 9d.
6 North Crofty, £4½. 30 Guskus, 9s. 50 Tavy Consols, 11s. 9d.
1 Rosewarne, £55. 50 Wheal Charlotte. 5 Porthkerry, £10½.

Shares entrusted to Mr. J. R. PIKE for sale receive immediate attention. No charge made for advertising unless sales are effected. Every description of stock procured or disposed of. A daily price list forwarded on receipt of stamped addressed envelope.—38, Threadneedle-street, City, Nov. 25, 1856.

MR. WILLIAM MOORE, STOCK AND SHAREDEALER,
11, HERCULES CHAMBERS, OLD BROAD STREET.
N.B. Business transacted in every description of stock and shares.

MR. F. E. BLYTH, 1, ST. MICHAEL'S ALLEY, CORNHILL, TRANSACTS BUSINESS both in the PURCHASE and SALE of all DIVIDEND and PROGRESSIVE MINES, at the market prices.

MR. W. H. BRUMBY, STOCK AND SHAREBROKER,
1, QUIET STREET, BATH, is in a position to give the BEST ADVICE in the SELECTION and PURCHASE of DIVIDEND and PROGRESSIVE MINES.

MINING OFFICES.—MR. T. CARTHEW, ST. CLARE STREET, PENZANCE.
Offices of the West Wael Virgin Tin Mining Company.

J. NO. W. PERKINS, F.C.S., MERCANTILE, AGRICULTURAL, AND CONSULTING CHEMIST.
J. W. PERKINS begs to inform his friends and the public interested in mines, agriculture, and mercantile transactions, that he may be CONSULTED upon subjects pertaining to SCIENTIFIC CHEMISTRY. ANALYSES and ASSAYS performed.
2, Poplar-terrace, Poplar.

CAPT. THOMAS DUNN, of TAYISTOCK, undertakes to INSPECT, REPORT, and SURVEY any MINES or MINERAL PROPERTY in ENGLAND, IRELAND, SCOTLAND, or WALES. No objection to take the management of any mine or mines in the neighbourhood of Tayistock.

NORTH AND SOUTH WALES.—CAPT. JAMES ROACH (Manager of the Bryntall Mines, near Llanidloes, Montgomeryshire) OFFERS HIMSELF to INSPECT and REPORT upon MINES and MINERAL PROPERTY in any part of North and South Wales. Twenty years successive application in mines of all descriptions, enable him to impart sound judgment to those who may avail themselves of his services.—Nov. 21, 1856.

CAPT. HARRY THOMAS VERRAN, M.E., having ARRIVED in LONDON from North Wales and Cornwall, INSPECTING and SURVEYING MINERAL PROPERTY, may be consulted daily at 29, Chesapeake, London.

MR. F. W. STOCKWELL, 75, OLD BROAD STREET, CITY, will give the best information and advice to persons PURCHASING BRITISH and FOREIGN MINING and RAILWAY SHARES, STOCKS, &c. Having facilities for acquiring a minute and, at the same time, comprehensive knowledge of British mines of all classes, he is ever desirous of directing purchases and sales with advantage. Promptitude and immediate cash settlements may be relied on. References given if required.

SECURE INVESTMENTS.—MR. REGINALD HORLEY,
No. 43, THREADNEEDLE STREET, ENGLISH and FOREIGN STOCK, SHARE, and MINING BROKER, will be happy to ADVISE HIS FRIENDS, and all those who may favour him with their business, on the safest mode of INVESTING their CAPITAL in permanently dividend-paying securities, and will endeavour to caution them against embarking in those fraudulent schemes which involve such disastrous results as have attended the recent bank failures. Mining operations carefully watched, and faithfully represented. Business transacted in the English funds, at 1-10th per cent. Country correspondents promptly communicated with. A weekly Official List of Prices sent gratis, if required.
R. HORLEY, Sworn Broker, 43, Threadneedle-street.

MESSERS. WILLMOTT AND CO., of 68, OLD BROAD STREET, STOCK and SHARE DEALERS, are always BUYERS and SELLERS of DIVIDEND-PAYING and other PROMISING MINES. SALES and PURCHASES EFFECTED in BRITISH and FOREIGN FUNDS, BANKS, the various STEAM NAVIGATION COMPANIES, and every description of security. A Stock Exchange List forwarded to all parties doing business with this firm.

NICKEL AND COBALT REFINING, and GERMAN SILVER
WORKS, MILL STREET, BROAD STREET, BIRMINGHAM.—STEPHEN BARKER begs to inform the Trade that he has the following articles for sale:—REFINED METALLIC NICKEL. OXIDE OF COBALT. (WIRE, &c.) REFINED METALLIC BISMUTH. GERMAN SILVER—in INGOTS, SHEET, NICKEL AND COBALT ORES PURCHASED.

WATSON AND CUELL'S MINING CIRCULAR
(published every Thursday, and sent free on receipt of two postage stamps) contains—A complete Daily Record of Share Transactions, Correct Price List, Latest Intelligence from the Mining Districts, Hints to Speculators, &c.
1, St. Michael's-alley, Cornhill, London.

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MINING PROPRIETORS

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London: Published for the Institution at the Mining Journal Office, No. 26, Fleet-street, London, where the volumes can be had, together or separate.

NEW SYSTEM FOR THE TREATMENT OF COPPER AND OTHER ORES.—It is a well-ascertained fact, that ores containing a small proportion of copper, particularly those having a mixture of pyrites of iron, arsenic, tin, or sulphur of antimony, sulphate of barite, silic, &c., can only be separated imperfectly by the mechanical process, which entails great difficulty, expense, and loss of metal. The usual methods for the fusion of copper ores are generally complicated and long, and become more difficult when the ores are impure, producing an inferior copper, and, consequently, of less value. The washing and fusion as now practised in large establishments require expensive machinery, an abundant supply of water, and efficient hands. The length of time necessary for the operation of obtaining the copper calls for heavy investment of capital, and greatly augments the expense of production, the result being that many of the veins of poorer ores cannot be worked to profit, and are therefore abandoned.

The humid processes until now adopted have had but partial success, being only adapted to particular localities, and being too complicated, expensive, and more theoretical than practical.

The proposed new system consists in a combination of the humid and dry processes, avoiding the aforesaid difficulties in such a simple and advantageous manner, that the copper and silver can be separated from the poorest ores, which heretofore could not be done.

The said new system is not founded on theory, or on mere experiments, but it is at work on a large scale, with complete success.

The advantages of the new method are as follows:—

1. The ores can be treated in the same state as they are taken from the mine.
2. It is adapted more particularly for the poorer class of ores, for those of medium contents, and for those which are combined with zinc, lead, antimony, arsenic, nickel, tin, &c., producing, notwithstanding all these mixtures, a very pure copper.
3. It is applicable in every locality, particularly in proximity of the mines, and a very limited water-power is sufficient.
4. It is the most simple method yet known, is of less expense to set up, and requires less labour, whilst workmen of indifferent experience can be instructed in a short time.
5. Of all the methods known, it presents the smallest loss of copper; the maximum calculated being 1-10 per cent. when the ore contains from 1 to 5 per cent. of copper, and when the ore is richer the loss is proportionately larger. The loss of concentration and smelting poor ores by the ordinary systems is generally estimated at more than one-third of the contents of copper.
6. The new method is the most expeditious, as it requires but a few days, whilst the ordinary system by washing and smelting takes several months' time.
7. If the ores contain silver, the separation can be effected at the same time, without additional expense; gold, tin, and zinc, can also be extracted with ease.
8. Several other commercial productions are obtainable from the same material. Its expense for one ton of ore containing for instance 2 per cent. of copper is about 10s. In Tucson, under most unfavourable circumstances. A ton of ore at 2 per cent. would yield under deduction of the loss of copper, at least 42½ lbs. weight of copper, yielding at the above calculation about £25 a ton of pure copper. The copper produced from richer ores would cost proportionately less. It seldom occurs that ore which the new method treats, is not worked to a profit by the present system, the ordinary process of washing and smelting, under the same circumstances, by working of a ton of the same ore at 2 per cent. copper would cost 23s., and the loss in copper be one-third, viz.: one ton of ore would produce but 28½ lbs. weight of copper, and thus, a ton of copper of less purity would cost nearly £35.
9. The above results have been verified on a large scale, and are consequently not imaginary, but can be warranted.
10. In an establishment already at work by the ordinary system, the new method could be practically tried on a very small outlay, and introduced on a large scale for about £200 to £300, according to locality.

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Original Correspondence.

THE COPPER TRADE, AND THE SMELTERS.

Sir,—As a great deal has been written in your Journal on the subject of copper smelting, especially with reference to some supposed monopoly, and advocating what is called independent smelting, I ask you to grant me a little space to state a few facts, and inferences therefrom. Your object being to convey correct information to your readers, you will not refuse the observations of a person who, some years ago, was practically engaged in a Welsh smelting-works, and who is now a consumer of copper for making brass, and other purposes, although his opinion differs from your own. The pitch of what has been said most diffusely, and most loosely, is, that copper smelting is a close monopoly, and that the monopolists first use it for the purpose of taking the miners' ore without paying a fair price for it, and then compelling the consumer of their copper to pay more for it than it is worth. Now, if this were asserted of any other business in England, it would be laughed at for its absurdity, as being utterly incompatible with the existing enterprise, skill, capital, and competition of this nineteenth century; and your readers may be assured that what is true of every other trade in this country is true also of copper smelting. But so much has been said to the contrary, and said so repeatedly, that it may be useful to cite a few particulars. At the period of my connection with copper smelting, before referred to, I can assert of my own knowledge that there was then no monopoly or combination, and certainly no extraordinary profits, but rather the reverse, although then, as now, smelters must in London to dispose of their copper, and as it was termed, to fix them. But this fixing, like all other such, practically ending in each doing the best he could, both in buying ore and selling copper. And now for the present time:—As far as I recollect, there are at present, in England and Wales, seventeen copper smelting firms, seven of whom profess to act in concert, so far as meeting together in London, arranging to sell the produce of their furnaces at certain prices, after the manner of the iron trade in Staffordshire. Whether these seven houses do really adhere to those prices, is more than doubtful;—this I know as a consumer. The other ten houses do not attend these meetings, nor are they bound in any way, either as to buying their ore or selling their copper. They are to all intents and purposes independent smelters.—Independent in all respects—in capital, in skill, and in enterprise; and in order that I may not be considered as dealing loosely in assertions, I will give their names:—Messrs. Grenfell and Sons, Swansea; Mr. Lambert, Swansea and Liverpool; Mr. Bankhart, Swansea; Messrs. Mason and Elkington, Llanelli; the Marquis of Anglesea, Amblew; Messrs. Newton, Keates, and Co., Liverpool; Messrs. Ribby and Sons, Liverpool; the British and Foreign Copper Company, Liverpool; Messrs. Keys and Son, Cheshire; the Pocket Nook Company, St. Helens.

It is ridiculous to suppose that the individuals composing these firms, amongst whom are men of great wealth, and possessed of every other requisite for independent action, would be tied down by a few others into a disreputable groove, through which to rob their neighbours.

I trespass too much on your valuable space on this occasion, but will request you to give a space for further remarks, perhaps in your next Journal.

Birmingham, Nov. 27.

A MANUFACTURER.

PRACTICAL MINING—BUDDLING ORE.

Sir,—Having noticed Capt. Matthew Francis's remarks, in your Journal of Nov. 8, upon our "tying" machine, the round buddle, &c., I beg to give, through your columns, a few particulars of our machine, for the benefit of the mining world, whose interest, being a miner, I study second only to that of my employer. In the first place, the ore is put in a hopper with a regulating board at the bottom, the board being fixed on a wooden roller, 10 in. diameter, with angles of wood, about 1 in. thick, nailed on the length of the roller, the angle-bar about 4 in. from centre to centre. Under the roller is a small bar of iron for a scraper, to keep the roller clean; this bar is worked by two springs fixed in the roller frame. There are also two boards in the form of a hopper under the roller, to convey the ore close to the head or breast of the tye, where the water falls over the cover board. On the end of the roller is a cog-wheel, 10 in. diameter, with an endless chain in the form of a belt, that passes over another cog-wheel, 5 in. diameter, on the end of the axle of a water-wheel; the water-wheel is 3 ft. 6 in. diameter, and 8 in. breast within, driven by the water for trevelling with. Should this machine be erected where there is not sufficient fall for the water, an undershot-wheel will do.

Mr. Warrington Smyth saw the machine at work this summer, and I took it to pieces for his inspection. This can be done, and the whole put together again, without damage, as when the machine is at work nothing is seen but the ore falling into the tye. Since Mr. Smyth saw it, we have put it on a tye 24 feet long, which is much longer than I had seen, and it works admirably, the separation being much better than it is with the shovel, and as it has a constant supply of work, the large gains are not so liable to go to the tail of the tye, as when the tye is worked by the shovel. The plan of my noble master, the Marquis of Breadalbane, who takes the greatest interest both in ore dressing and the other parts of mining.

Tomadashan, Kenmore, N.B., Nov. 22.

B. GRIBBLE.

HIGH DUES A CHECK TO MINING ENTERPRISE.

Sir,—I see that Mr. Edward Jones, in your last Journal very properly calls the attention of the Flintshire landlords to their enormous dues and small sets. In referring to my notes made on my survey of that county, to give "X. Z." the answer which appeared in your Journal, I stumbled over my observations made at that time on this subject, from which I make the following extracts:—

"I have been busy this week laying down the lodes and unravelling the mystery of the M. estate. There never was such confusion; grants to work for land in the midst of what would be available sets, which were not to be taken, and then 40 yards by 20. These little annoying things are called 'take-notes,' and are generally held by poor men, who lay out a few pounds, and work for a few weeks, by which they have a claim for two years, so that if a company take a large set, they are almost sure to have half-a-dozen of these squatters on their property who must be bought out before any good can be done. This is a source of great annoyance and cost. The system of take-notes appears to me to operate very seriously against the interests of the landholder as well as the miner; to the former, from the imperfect way in which his property is explored, by the limited capital induced, the comparatively small time of the operation, and the continuous wrought, and the terrible destruction of surface by so many petty shafts being sunk only to the soil or water level. To the mine speculator it prevents the granting of sets sufficiently extensive to induce him to erect expensive and powerful machinery or to make a thorough exploration, as the parties who hold take-notes on the same mineral veins reap the advantage of the capitalist's outlay to drain their shallow workings, and refuse to offer a fair compensation. This is fatal to this ever becoming the seat of great and lasting mines, similar to those of Devon and Cornwall. The custom of demanding small time of the miner, sometimes even as high as one-seventh and one-eighth, is too bad, and does not offer much inducement to capitalists to embark here extensively. An annual rent and compensation for surface damages, until mineral is discovered, and then a royalty of one-sixteenth or one-twentieth, which very materially improve the property, to which a consolidation of these petty grants into proper sets would also most decidedly tend. A— is a small mine worked in a very primitive and inexperienced manner. B— is a promising little mine, abandoned sixteen months since, owing to squabbling amongst the squatters as to who should be manager. The set or take-note is too small ever to be worth any considerable results; it would be necessary too greatly to induce capitalists to embark in so limited a sphere. R— is a small take-note north of B, but so limited in extent as to be hardly worthy the name of a mine, though there is plenty of lead, and a fine lode. The dues have been lately reduced from one-seventh to one-twelfth. One-twentieth would have been more beneficial to the lord. I see only one person who reaps any advantage by this mode of granting sets, and that is the lord's steward. If he grant a large set, he only pockets 21s. for a 21 years' lease; but he gets 6s. for a take-note every two years—and one good set makes 21 take-notes. This appears to me at present to be the real solution of the question. It would be well if the lords of this fine county would consider this."

I make these extracts to show Mr. Jones that other people make remarks on the system which he so justly deplores. I know it has prevented capital going into Flintshire. I see "H. M." advises the Cumberland and Yorkshire lords to the same effect. But in Yorkshire they run to the other extreme. The Wensleydale Company's grant is 30 or 40 miles in circumference, and can never be worked by one company. The Craven Moor is big enough for three or four extensive mines; so is the Yorkshire Company's. The Great Northern Mining Company's property I have seen; but I understand that some of the proprietors that it is upwards of 20 miles long. It is farcical to suppose any company of 20,000, can work a province like this. All these companies are saddled with heavy dues, which they would do well to get reduced—I say, well for the lords as well as themselves.

I hope Mr. Jones will follow his subject up, and that my observations, now quoted, though made years ago, may be of service to him.

Nov. 24.

Geo. Heswood.

IS MINING A COMPLETE LOTTERY?—EAST WH. RUSSELL.

Sir,—Your correspondent, "E. S. P.," states that "there is not a foot of well-defined lode to be seen throughout the mine," a statement he qualifies as being very straightforward on the part of Captain Goldworthy, of whom he borrowed it; and, truth to say, there is nothing sinuous or winding about it; there is no fault to be found with it in that respect. At the same time, he states that some time previous there were upwards of 40 mine agents—I must here honestly confess the charge cannot be avoided, that your humble servant was one of those 40 culprits—who declared that it was of gossan and copper ore, which, adds your correspondent, to say the least of it, is very extraordinary indeed. Those glaring assertions about the gossan and copper are more than errors, they are misrepresentations. Blush at this, ye Cornish and Devonian mine agents, 40 false to one true man!

Now, I am asked to explain the discrepancy between these 40 rascals (whom your correspondent seems inclined to serve as Ali Baba served another 40 of old), and the mine straightforward captain. And as I am appealed to so directly, I will try to answer for myself, and in doing so I fear I may have received my common fee for my deception that I have used in the matter. Does it not occur to "E. S. P." that there is a possibility of the 40 being right and the one wrong, after all? Is your correspondent aware that the best geologists agree that the clay-slates are 20,000 ft. thick, and that East Russell has only been sunk 600 ft. into this thickness? That the deepest mines in Cornwall or Devon have been sunk to a very little more than 2000 feet, or about 1-10th part of this thickness? I have been told that in the neighbouring mine, the Devon Great Consols, one of the shafts was sunk into ore about 15 fms. deep under the surface, and that one of the two shafts sunk into it had attained a depth of nearly 100 fms. There is another parallel in the matter; I understand that, when the first shaft was sunk to 13 fathoms deep, some very straightforward mining agent condemned the gossan, and stopped the shaft. But fortunately Mr. Josiah Hitchens was there, than whom, according to my feeble judgment, there is not a better judge of gossan in the world; he recommended to sink the shaft; you know, Sir, with what results. He also selected the gossan at East Russell, and has there been no copper ore raised from it? Has there not been copper ore of good quality sold from it? I saw some dressing when I was there, and also some very good grey copper ore in the lode, of which I recollect to have seen the account of the sale afterwards. So the statement that there was some gossan and copper ore was not so very atrocious after all. It was not entirely a myth, as "E. S. P." would have us believe. At the risk of arousing his antipathy, I declare that I still believe there is an immense body of copper ore connected with this gossan. It does not follow that the ore should always be found immediately under the gossan; the creative influence may be very subtle, and may be moved out of its line by terrestrial currents on ascending the earth's crust, just as we see a column of smoke carried away by a current of air. But because the

whole of the facts connected with these matters are not so demonstrable as a mathematical problem, are we to discard the value of gossan, which as I have said, our fathers right for many generations, and been the means of discovery of wealth almost innumerable. Therefore, I think "E. S. P.'s" conclusion is a non sequitur. I cannot afford to take the captain's word for it, in the absence of further proof. A short time ago, there was a great mathematician, who sat calculating that it was impossible for a steamer to be built to carry coals enough to propel her across the Atlantic; now we see advertisements of such vessels to sail on certain days very common; and we are told they very commonly arrive at their destination; there is a certainty, but not an absolute certainty, about it. I also join issue about the lottery. If say 20 men stake 1s. each, and agree on throwing the dice that the highest number shall win the whole, there will be 19 losers; but more cannot be won or lost than the property of the whole concerned in the game. In a lottery, I believe the prize is necessarily less than the stakes, as the bank must be provided for. But where 1000 men may stake 1s. each, and each win 500l., and the 1d. paid be still worth 400l., after receiving the 500l., I think that is not a lottery. Again, if it is proved, as I believe it is, that if a man were to take a part in every mine he would not only preserve his original capital, but gain 13½ per cent. per annum, that I think, looks more like a sound medium of gain than a game of chance. If people wish to buy shares at 6l. oh, say and sell them for 7s. the next day, you may call that gambling, or whatever you please; certainly, it is a pursuit, and only profits that come from the mining community are not so wise as others.—Steddfagerig, Nov. 21.

M. FRANCIS.

MINING PROPRIETORS.

Sir,—From reading weekly the complaints from various sources which appear in your Journal, as to the misemployment of capital, and the false reports of mines, I have been induced to think the subject over, and as to which are to blame—the capitalists, or the persons who accept capital to get up mines for its absorption, when they are aware that there can be little or no return. The shareholder cries, "Undoubtedly, the schemer. I agree with him, but also think that the dupe is partially deserving of his fate. In no class of commercial enterprise have we so true an illustration of the proverb, that 'a fool and his money are soon parted,' as in the mining world; and it cannot be a matter of surprise that, if we find so many persons ready to be 'done,' we should discover people who have 'done' them."

The reason why they are deserving of their fate is this—they have evidently become adventurers, not for the purpose of obtaining a fair interest for the trading of their capital, but with the intention and desire of getting an unfair and exorbitant return for their investment, they have asked or wished for too high a price for the property of the mine. Such people have endeavoured to prostitute the art of mining from its proper sphere—its most honest means for employing labour and capital—to a mere gambling speculation, a thing to be determined by the hazard of the die. They enter the field of mining without the remotest knowledge of the art, and are unable to test practically the soundness of any scheme, and the one which offers the largest return is the one they follow, without (as they are, I hold, in duty bound to do) examining the foundations of a circular statement. Let me suppose a common case—An individual discovers some ore of commercial value in a given space of ground, and, not having capital he endeavours to form a company by obtaining shareholders in the scheme, to do which he represents (honestly enough) the amount of ore to be expected, and the market price of such ore. Many people think it a profitable speculation, and invest capital in the adventure, but it is only "the burnt child" who enquires what will be the cost of raising it? of keeping the mine at work? what is its position geologically? and how is it about water? Yet these are all questions which ought, in justice to the perhaps too sanguine discoverer, and to each co-adventurer, to be asked; and by not at once, in any transaction, looking the difficulties straight in the face, and practically offering a premium to dishonesty, and to the promoter of the scheme, the adventurers are really culpable in the eyes of the promoter of the scheme.

In conclusion, what should we say if a shoemaker suddenly took it in his head to become a druggist, without knowing anything of the business, and immediately invested his money in drugs? he might obtain ever so honest and clever a manager, but the chances are that he would come out minus, while the world's verdict would be, "He ought to have stuck to his trade; serve him right." Your readers will know how many times this has been done in mining adventures; and I hold that, in both cases, the verdict ought to be the same—"serve him right."

Huddersfield, Nov. 26.

P. S. Can any of your correspondents inform me in what book or publication I shall find any account or estimate of the amount of ammoniacal salts formed in the combustion of the waste gases of the blast-furnace? by so doing they will oblige P. D.

MINING DISTRICT OF SAINT AGNES.

Sir,—The high price that is now being obtained for minerals, is my inducement to come forward and lay open, as far as my local knowledge will allow, the great mineral advantages possessed by this district, when sought in a legitimate manner; misapplication and mismanagement in mining being the bane from which we are now suffering in this as in other districts, therefore its suppression is earnestly desired by all who wish well to commercial enterprise.

In taking a view of the mines in the district, I will commence with that extensive set Tywarhayle, in the south-west side of this parish; it is the general opinion that this mine, at the present moment, if in operation, would pay dividends for the returns at its abandonment were very large, and the price of copper ore very low; this mine, since it has been abandoned, has been the scene of the most extensive and its increased value would be the most worthy of attention. In the immediate vicinity of this mine are the Great Wheel Towan, South Wheel Towan, and Wheel Clarence, all unwrought; the mines at present in operation near are, Wheel Ellen, South Wheel Ellen, and West Wheel Towan; the two former mines are being carried on with much spirit, and are opening up the mineral resources of the locality; at the latter mine there is also great perseverance observable, and it is to be hoped that success may crown their efforts. We then skirt along the coast, and find Great Wheel Charlotte, another large mine unwrought. Something more than ordinary may be observed on this mine, since it is patent that immense deposits of copper ore remain undeveloped. The depth of our mines is comparatively nothing—they are mere pigmies compared with the giants of Gwynedd. This mine stands pre-eminent among the mining speculations of the district, and it seems really extraordinary that it remains so long dormant, being well worth the attention of capitalists. Adjoining, and immediately underneath Great Wheel Charlotte, is a mine on the eve of commencing operations—Wheel Freedom. It is a part hitherto unexplored, but in its development much good may arise both to adventurers and miners. The same observation apply to East Wheel Charlotte.

Regarding the geology of this part of the Saint Agnes Beacon, so far famed for the mineral deposits which have been discovered and wrought upon about the base, the two latter mines will, if vigorously prosecuted, show us the depth of that stratum—almost ironstone—which seems to have flowed down from the top of the beacon. On the penetration of this stratum, and the finding of kilns under it, ample and remunerative rewards would accrue; but, generally speaking, the scope of our operations have been too narrow for this. Following along this run of mines, we shall reach a village called Gwanvra, at the head of this valley, where, from a combination of circumstances, it is a most impressive scene. The Polbreen Consols and Wheel Kitty are making abundant returns, which are being consumed in increased; generally, where perseverance is exercised in mining districts success follows—the flowing of the tide will invariably produce high-water.

On the north side of the Beacon is West Polbreen, at present doing something on one lode. This is a district deemed by practical men as most worthy of further operations; there are lodes, it is said, to the north not intersected, and in more settled strata; previous to abandonment this may as well be considered. Possibly, there is a fault in not applying the means put into our power of working on the various lodes in the soil, instead of narrowly confining to one or two; a change of strata will often produce extraordinary results. I have referred incidentally to Wheel Kitty and its present prosperous appearance; there is a rumour of an extended movement there in the manner I have just adverted to. To the north of this mine is an ancient one called Pennals, and adjacent is the Old Pink. This is believed to be the best speculation in the district, but, for some unexplained cause, this valuable mineral property is locked up. It is sincerely to be regretted that such should be the case, and the sooner that any differences which may exist between parties are dissolved the better. On looking eastward from these mines, I see the Blue Hills and Wheel Betsy—the former considered to be equal to most other of the recommendations given, the runs of tin from Pennals and Pink all dipping into this set; indeed, I may state generally, that all the runs of ores in this district are dipping east, so that we have an excellent guide to move by. As to Wheel Betsy being further east, it is less explored ground, but with kindred strata, and exploration, they may open something to repay their speculation and spirit, they are about squaring accounts.

There is one other mine which I had omitted referring to in Towan district, Wheel Tallock; this is spoken of as something worthy of an outlay; it is comparatively an old mine, but, but the less we say of it, the better. Another mine, at present unwrought, presents itself to my notice, Wheel Prudence; its situation is near that great geological curiosity of Cleggar Point, or headland, the granite, or, as it is termed, porphyritic granite. The proximity to the junction of the most beautiful kilns, points out this as being something good; and the interest at present involved in it may, I trust, lead to good fortune and to ultimate success.

I am of opinion that there is no tin mine in this parish but which, if wrought effectively, would prove amply remunerative. Should these remarks arouse the attention of capitalists to legitimate speculations, my object—that of becoming the district—will be attained.—St. Agnes, Nov. 24.

RICHARD NEWTON.

MIXON GREAT CONSOLS COPPER MINE (STAFFORDSHIRE).

Sir,—I perceived in your last Journal some remarks on this property by a "Leeds Correspondent," the same being both truthful and important; so far as it concerns the interests of the proprietors and the mine, I beg to add the result of a recent inspection. First, I observe that, from near the surface to the present bottom of the mine, there has been one continuous course of ore, which has an easterly and northerly dip; at the same time, the saddles alluded to by your correspondent, and of the description referred to, run in a north and south direction, and dip from the point or the peak of the saddle, as the name imports. The copper hitherto found has been in the eastern lode, which, in the present camp mine, is of great importance; this lode has considerably in a few fathoms sinking. In addition to this, there is a strong probability of another valuable discovery being made by sinking the present engine-shaft a few fathoms deeper, which I strongly recommend. As it respects the new discovery to which reference has been made by the same correspondent, I have great pleasure in confirming his statement, and would further remark, that from my observations of the main lode, or some so called, to form the footway shaft of the adit level to its western extremity, that a large important or interesting piece of ground I have not

Meetings of Mining Companies.

WITHIEL UNITED COPPER AND IRON MINING COMPANY.

The quarterly general meeting of proprietors was held at the offices, Park-row, Leeds, on Nov. 21 (Mr. JOHN MARSHALL in the chair), shareholders representing 3000 shares being present.

The accounts having been passed, the SECRETARY read the report of the deputation, which stated that the Chairman, two of the largest shareholders, and the mineral agent, had visited every part of the mine, above and below, and were quite satisfied no representation had been made in their prospectus, or in the captain's reports, that inspection had not warranted. All the geological features and lodes alluded to had been shown them, and exceeded their expectations, they were surprised at the quantity and richness of the iron ore in the levels driving north and south towards the main object, the copper lode, of which six are known to exist running east and west. They were also much pleased at what they saw at Tremor, on the south mine, where a large copper lode is plainly visible, and from which they broke samples of ore. The report concludes with assurance of its being a fine mining property, and in an active state of working, as the shipments of ore plainly show.

The committee's report was a very lengthy one, going into minutiae of the company's proceedings, but was of a most favourable character, reporting extensive sales of ore, and recommending the 1000 reserved shares not to be sold, except at 11s. 6d. per share (the original issue being at 12s. 6d.), and that the second moiety of 5s. 3d. per share, on Feb. 1, 1857, be divided into payments of 3s. 3d. on Dec. 1, and 2s. on Feb. 1, 1857, as the return of the mine is not yet sufficient to warrant the whole at once being paid. They assure the company this mine is not brought forward for speculation purposes, but as a genuine investment; that there are only about 20 adventurers in the mine, which is the best guarantee of the mine being well held; the works were proceeded with as fast as possible, and with the best results. At the new shaft, now down 17 fms., they had a day or two since cut a fine copper lode, 2½ feet wide; this was an important discovery, as a few days previously they had cut a dropper containing copper, dipping north towards the lode; this may be one of the four lodes towards which they were driving, but which they had not anticipated cutting so soon. They could assure the proprietors the greatest economy was exercised in every department, and that the mines promised the most favourable results. [The captain's report will be found amongst the British Mines.]

GREAT CRINNIS MINING COMPANY.

The half-yearly general meeting of shareholders was held at the offices of the company, on Thursday, Mr. C. R. READ in the chair.

Mr. R. C. MANUEL (the secretary) read the advertisement convening the meeting, and the minutes of the meeting held on April 30.

After some remarks by Mr. Shipton and Mr. Coxhead, the SECRETARY read the statement of accounts, of which the following is an abstract:—

Balance last audit	£206	5	7
Calls received	1781	0	0
Shares paid in full	99	10	0
Calls not made	1	10	0
Loan from bankers	400	0	0
Copper and silver ore sold	35	60	10
Carriage	49	3	2
Dividends paid	2	10	0
Mine costs	3958	3	7
Morcha's bills	1612	19	7
Discount at bankers	40	0	0
Office expenses	42	0	11
Interest on new shares	34	19	9
On account of expenses of committee of investigation	27	16	10
Leaving balance in favour of mine	£323	2	0

The balance of liabilities over assets was 18907. 15s. 1d.

The following reports were then read:—

Nov. 22.—I beg to hand you the following report, comprising a review of the various workings from April last inclusive to the present time:—The engine-shaft has been cleared, divided, and eased to the 100; a plat cut; the cross-cut cleared 23 fms. north of the shaft, and driven east on the main lode, 6 fms.—Union Shaft: The 80 driven east on the course of the main lode, 16 fms. 3 feet; the 38 extended west of shaft, on flat lode, 9 fms. 2 feet; east of the shaft the level has been extended on middle lode, 15 fms. 3 feet; the 20 driven east on middle lode, 19 fms. 1 foot; level extended west of shaft, 1 fathom.—Engine Shaft: The 38 driven west of the shaft, on north lode, 20 fms. 5 feet; the driving on north part of middle lode, 8 fms. 1 foot; the 24 extended east of shaft, on middle lode, 12 fms. 2 feet.—Cornish's Shaft: The 31 extended west, on middle lode, 4 fms. 1 foot.—Caunter Shaft: The 10 driven west, on caunter lode, 16 fms. 3 feet.—Hannah's Shaft: The 17 extended west, on middle lode, 7 fms. 3 feet; in the 17 the cross-cut has been driven north of the shaft to intersect the middle lode, and effect a communication with the 21, west of engine-shaft, 15 fms. 3 feet.—Daniel's Shaft: In the 31, level extended north of the shaft, 3 fms. 3 feet.—Union Shaft: Cross-cut intersect the south wall of main lode in the 50, 1 fm. 1 ft.—Cornish's Shaft: Driving cross-cut from flat lode to cut middle lode in the 31, 1 fm.—Engine-Shaft: Rising on the middle lode, in back of the 24, west of shaft, to communicate with the 17, west of Hannah's shaft, 8 fms. 4 ft.—Union Shaft: Rising in the back of the 38, to communicate with the 20, east of shaft, on the middle lode, 7 fms.; Rising in the back of the 38, on the middle lode, to communicate with the 31, west of Cornish's shaft, 5 fms. 1 foot. Total number of fathoms in driving and rising, 185 fms. 4 feet; clearing levels in different parts of the mine, 90 fms. 6 inches.

WORK.—The work operations now being carried out consists of driving the 100 east of the engine-shaft, on the main lode, by six men, at 7½ per fm.; the lode is at present unproductive of ore. The 80 is driving east of Union shaft, on the main lode, by six men, at 9½ per fm.; the lode is full 6 feet wide, consisting of spar, manille, and ore. I am glad to state that the prospects are improved, the lode is worth 9½ per fm. for copper ore. I hope the prospects will yet show a more cheering feature; there are fair grounds for such an expectation. The 20, east of the engine-shaft, is driving east, on middle lode, by four men, at 3½ per fm.; the lode is about 2 feet wide, composed of spar, manille, with copper ore; the end is hardly good enough to make any calculation as to its value, although the prospects are encouraging for making rich in ore. The 20, driving west of Union shaft, on the middle lode, is in a very kindly channel of ground, and the lode, although at present poor, is promising for making ore; price for driving 3½ per fm., by two men.

TRIBUTE DEPARTMENT.—There are 25 pitches working on tribute, from 8s. 3d. to 13s. 4d. In 14, the following estimate will give an approximation to the value of the ground: The two pitches working in the back of the 38 and 60, are worth, on an average, 3½ per fm. The three pitches working on the south part of the main lode will average 4½ per fm. The two pitches working in the back of the 38, east of Union shaft, are calculated to be worth 3½ per fm. The pitch in the back of the 24, east of Union shaft, is worth about 3½ per fm. The pitch in the back of the 24, at Cornish's, is worth about 3½ per fathom. The two pitches west, in the 10, average 4½ per fm. The pitch east of the shaft is worth 2½ per fm. The pitch in the back of the 17 is worth 8½ per fm. In the 31, east of Catherine's shaft, the pitch on the main lode is worth 2½ per fm. In the back of the 24, on the south part of the main lode, the pitch is worth 2½ per fm. The pitch west of the shaft in the 24 is worth 4½ per fm. In the back of the 17, on middle lode, the pitch west of Hannah's shaft is worth about 2½ per fm. In the back of the 17, on main lode, the pitch is worth 3½ per fm. The pitch in the back of the 38, and bottom of the 24, are worth on an average 4½ per fm. The pitch east of the shaft is worth 4½ per fm. The five pitches working in the 24 average 2½ per fm. The pitch producing silver ore in Cornish's is worth 10½ per fm. per fathom.

With respect to the future workings, I have to submit the following for your consideration:—The driving a cross-cut south of the engine-shaft to intersect the south lode, and open out ground on the same, and also to sink a new shaft to develop the valuable ground existing to the east of Union shaft, and render the ground available that is now being driven through in the 80, east of Union shaft. When the value of the work proposed to be done is taken in connection with the success of the mine, it cannot be too highly estimated. In order to reach the run of ore ground gone down in the 80, east of Union shaft, there will be nearly 130 fms. of ground to be driven through. The ore ground could be opened out by sinking a cross-cut shaft, and driving east from the 80, to the 100, and then driving south from the 100, to the 80, and driving through before getting to the object. To accomplish the work here suggested will require an additional 1000, to be added to the monthly expenditure. There is now about 40 tons of copper ore on the surface, which will be considerably added to in the beginning of the next month, the tributaries at this time being engaged in breaking their ore.

In the foregoing statements there will be found a review of the workings for the past seven months, with remarks on the present state of the mine, accompanied with suggestions as to future operations.—S. S. BICK.

Nov. 22.—In referring to the operations during the last seven months, I beg to say that we have laid open about 275 fms. of ground in our tribute department. In our tribute department, we have employed a greater number of hands, therefore the ground laid open in this department has been to a greater extent. We have a third boiler, with its requisite fittings, connected to the pumping-engines. We have also a 17½-in. balance plunger, with 24 fms. of 18-in. columns attached to the pitwork. The engine-shaft has been forked, cleared, divided, and eased below the 80 to the bottom of the old workings. We have also cleared the cross-cut north from the shaft at this level (the 100), and are at present engaged driving east by six men. At this part of the mine we have several small lodes, or branches. Our operations are at present confined to the south part, which is at present poor, although the ground is favourable for driving, and shows indications for further improvement. According to my dialling, I find these branches will form a junction about 17 fms. east of the cross-cut, and from their kindly appearance we may reasonably expect to meet with copper ore when we reach that point.

With respect to the 80 fm. level, east of Union shaft, the lode has been constantly improving for a great many fathoms, and we have every prospect of having a large deposit of copper ore in driving east nearer to the great cross-cut. We have also indications of having a rich deposit in depth at this part of the mine; and in order to develop the bottom lode, it is quite necessary that we should sink a new shaft in the eastern ground west of the great cross-cut. We have a level driven east of Union shaft about 50 fms. in the 45 fm. level, and a cross-cut driven about the same distance north, and by sinking a new shaft at this point it would facilitate our communication with the bottom levels very materially, as we should be able to rise and sink at the same time. We have also a level driven east of Union shaft about 60 fms. In the 64 fm. level, where we could also effect a communication, by sinking and rising for a new shaft. This is a matter of the greatest importance, as we could work our backs in the 80 fm. level on tribute at present to a profit, had we communication with the bottom levels.

We have also a large portion of the shaft that has never been opened; in fact, the whole of that part east of the great cross-cut, which has several lodes, or branches, to be seen in the cliff, one of which can be traced more than 100 fms. inland, the same being a gossin lode, 2 ft. wide, and of a very kindly appearance. I should fully recommend that a shaft be sunk to cut this lode at the 20, and a cross-cut driven to prove the other branches, by which we should prove the whole of the ground to the east of the great cross-cut.

It is also necessary that a cross-cut should be driven south from the Union shaft, to cut the bottom lode; this would enable us to sink a shaft at that depth, the expense of which would only amount to a very small sum, and that Union shaft should be sunk to the 100 fm. level. This is a matter of the greatest importance, as at this depth (the 100 fm. level) we shall have Wheel Regent lodes in this shaft, and should they prove productive at that depth, it would be a mine of itself. We have several objects in the

sett well worthy of attention. We have not proved any of our south ground in depth, which I fully recommend to be done.

Our returns for copper ore sold during the last seven months has been 434 tons 13 cwt. 2 qrs., and for silver ore sold 37 tons 17 cwt. 2 qrs. We have 175 tons of copper ore for sale on the 27th instant, several tons of copper on the surface, and a small quantity of silver towards our next sampling. The pitches offered vary in value, but on the whole the mine is looking at present much better than it was six months back. The pumping-engine is in good order, and working well; our water is at present about 34 strokes per minute. The pitwork is also in good order. The grinder has undergone a thorough repairing, and is equal to new. The drawing-engine is not in order at present, having one of the cylinders broken. Previous to closing my report it will be well to inform you that we have a valuable piece of ground at the south-west part of this set, which we cannot work in consequence of the water being in, this is at Daniel's shaft; we could also sink George's shaft from the 10 to the 17, and drive south only a few fathoms, where we should cut a lode which we can see in the north cross-cut from Daniel's shaft (adit level), but the water would interfere with us, therefore this must stand over until Mr. Regent commences operations, at which time we shall be able to work the whole of this part of our set. Number of men employed, 174; boys, 26; girls, 30=230. I beg herewith to enclose Capt. Brice's report of this date.—E. S. HAW.

An important discussion was here carried on for nearly two hours, Messrs. Shipton and Coxhead taking the principal parts, and in which Mr. Charles explained that Mr. Coxhead's notion was entirely false, that because no profit was being realised from their tribute workings they were absolutely useless. In all mines the tribute workings were the pioneers, and indeed, if miners could be induced to work on tribute from the opening of a mine, it would tend to mining the best possible investment; there would be no speculation, especially if there were no substantial advances to make. It was ultimately resolved to receive and adopt the accounts and reports, and to appoint a committee of three shareholders to act with the committee, and take into consideration the best means to be adopted with a view to the more rapid and successful development of this extensive property, their report to be submitted to an adjourned meeting. A vote of thanks to the Chairman terminated the proceedings.

QUEEN OF DART MINING COMPANY.

At the meeting of proprietors, held at the offices, Park-row, Leeds, on Nov. 21—Mr. JOHN MARSHALL, in the chair,—shareholders representing more than half the mine being present—the report of the captain (for which we refer to the list of reports) having been made, and adopted.

The Chairman said, the committee regretted the accounts had not been audited, owing to the unavoidable absence of the gentlemen who had undertaken that duty. However, he had glanced over them, and thought they would be, as had always been the case, found to be correct, and they will be examined and published in the course of the month. The state of the company's finances would be found (when all the calls were paid, of which only a mere trifle were in arrears, except on the last call, and this, he trusted, would be immediately paid), to render the mine clear of debt up to Jan. 1, 1857, by which time 80 to 100 tons of copper ore would have been sold. The present appearance of the mine warranted the expectation of regular and continuous sales. He sincerely congratulated the meeting on the improvement in their position—on the perfect efficiency of their new water-machinery, by which manual labour for dressing, horse labour for drawing or wheeling, and the expensive items of coal and engineers, had been almost wholly superseded. He had urged the captain to avoid all attempts at flattery in his reports; and when desired to reconsider his report for the meeting, had reiterated his assurance. He was satisfied they had a most valuable property, that was now about to develop itself in a satisfactory manner; their plant was as efficient and as perfect as could be seen on any mine in Devon; and would, probably, serve them to 70 or 80 fms. depth. The state of the lodes in the deeper levels was most promising,—in short, the whole of the concern was as good as could fairly be desired. He was glad to see a gentleman present who had been on the mine but two days ago, who would be able to give them the latest information respecting it.

The SHAREHOLDER said he could indeed testify to the perfection of the machinery, and to the quantity of ores stated; for he believed there were 80 tons on the surface at present, and he thought 100 tons might be ready by sampling day. He was also pleased to say that some of the machinery had been erected by Capt. Hawke, on his own plans, without the aid of any engineers whatever, he making his own drawings, and superintending the completion of his own plans.—This gentleman spoke most highly of Capt. Hawke's assiduity, as well as of his ability, and said, he being a resident near the mine, had ample opportunity of seeing the manner in which the mine was being conducted, and begged to assure the meeting it gave the most unqualified satisfaction to all the local shareholders.

A resolution was passed that Capt. Hawke's salary be increased 2½ per month. The CHAIRMAN then said, it was only a just tribute to the captain's deserts, and hoped it would act as a stimulus to further exertion to render the mine what it really deserved to be, properly developed. It was satisfactory to be able to state, that in an adjoining mine, the King of Dart, on the same lode, an important discovery of copper ore, at a very shallow level, had been made, the proprietors of which were so satisfied of its worth, that they are about erecting powerful machinery to work it. The meeting, which was of the most cordial description, after passing a vote of thanks to the Chairman, separated, everyone feeling satisfied that the mine is efficiently and cheaply wrought.—No call was made.

LIBERTY MINING COMPANY.

The half-yearly general meeting of proprietors was held at the offices of the company, Moorgate-street, on Thursday,—Mr. R. A. RIDGELL in the chair.

Mr. BOON (the secretary) read the notice convening the meeting, and the report of the directors, from which the subjoined is condensed:—

The mine accounts to Sept. 30, show an indebtedness of \$16,969 58c., an amount which includes \$7016 71c. awarded to Mr. Crose by the Court, on trial of his action against the company. This will be reduced by 10000, or \$4840, on delivery of the 8000 shares subscribed for last year by Mr. Crose, and which will be forwarded for that purpose. Deducting the last-mentioned sum, the debt owing in Virginia is \$12,129 58c. It will be remembered that at the last half-yearly meeting the mine accounts to March 31 showed the amount then due to the creditors in Virginia to be \$10,533 06c., exclusive of interest and law costs, and also of Mr. Crose's claim. As these items have now been ascertained and added, it would appear that the indebtedness of the mine has not increased since the 31st of March last; in other words, that the mine has paid its expenses during the last half-year, thus warranting the inference that if the course recommended by Mr. Gregg were carried out, the mine could be worked at a profit. The sum stated by Mr. Gregg as necessary to be raised is \$15,000, or \$1000. Of this, \$12,000 would be required to pay off the debts at the mine, \$1000 for sinking the engine-shaft, \$1000 for repairing the mill-house engine, and \$1000 for general expenses during the time the engine was under repair. Mr. Gregg strongly urges the shareholders to subscribe the amount he has mentioned as requisite; but if so much cannot be raised, to send at least 15000, by Christmas, to enable him to prevent the property from being sacrificed. The directors have received a proposal from Mr. Reeves, who was Dr. Holland's agent, offering to work the sulphurets at the mine for two years, after which the company is to have the exclusive right of working them by this process, without paying any royalty for the use of it. Mr. Reeves proposes to divide the gross yield from the sulphurets, which he estimates at 40000 a year, with the company, retaining one-half himself, and paying thereout all expenses. Mr. Gregg has also offered to work the sulphurets for the company on condition of receiving 10 per cent. of the net profits derivable from them. There are several new processes now in operation for extracting gold from sulphurets and ores, some of which are said to have proved successful. A small quantity of sulphurets from the Vaucluse Mine, tested by Messrs. Symonds and Fell, of Millwall, was found to contain silver as well as gold, the former at the rate of 25 ozs. 4 dwts. 16 grs. per ton, and the latter at the rate of 1 oz. 14 dwts. 7 grs. per ton, the value of both per ton being 187 3s. 3d.

The statement of accounts for the half-year ending Sept. 30, showed balance at bankers 2400 5s. 3d.

The report of Mr. Gregg, the substance of which has already appeared in the Mining Journal, was taken as read.

The CHAIRMAN said the principal question was the mode by which the money required to pay off the liabilities should be raised. One plan suggested was to issue bonds in sums of 500, each, bearing interest at 10 per cent., to have the first claim upon the mine, and redeemable in three years; a second plan was a subscription of 6d. per share, and the third was to issue the remaining shares at 2s. 6d. He would propose resolutions for giving effect to each of these plans.

The resolution adopting the report and accounts was then unanimously agreed to.

The CHAIRMAN said the next question was whether they should bring the company under the Joint-Stock Companies Act, 1856, with limited liability, and, also, the means to be adopted for raising additional capital. He then read the proposed resolutions for raising money by the modes he had mentioned, which were put to the meeting, and agreed to.

On the question that the company be registered with limited liability, under the Joint-Stock Act, being put.

Mr. SMITH considered the best plan would be to register the company as a new one, and reduce the number of shares from 125,000 of 11s. each to 25,000 of 5s. 5d. each, exchanging five shares in the old company for one in the new 5s. 5d. paid up, the remaining 5s. to be called up, 2s. 6d. forthwith, and 2s. 6d. when wanted.

After a lengthy discussion, a resolution to the above effect was unanimously agreed to, and the directors re-elected, with the addition of Mr. W. Conquest. The auditors were, also, re-elected, and a vote of thanks to the Chairman, directors, and secretary, terminated the proceedings.

MOUNT CARBON MINING COMPANY.

A special meeting of share and bondholders was held at the offices, Cannon House, on Wednesday, Mr. G. BALSTON in the chair.

The CHAIRMAN observed they were all aware of the present position of the company, and they were summoned that day to adopt some measures by which they might again be able to come into active operation; they had a number of resolutions to go through, and much business to transact, consequently he would not detain them with any long account. For the last six months the affairs of the company had occupied his attention, and he was happy to say a solution of their difficulties appeared at last to have been arrived at. Their secretary, Mr. Jeffrey, had used great exertions, and the result of this was that a capitalist under certain conditions had offered to advance the sum of \$5000; this would enable them to pay off all their liabilities, and when this was done they would be able to start clear in America; it was necessary that some of their bye-laws should be amended, and others rescinded.

A discussion then ensued as to the proposed alterations, when it was resolved that they should be modified by the committee, subject to the approval of a special meeting, to be called by advertisement.

The CHAIRMAN observed, it was necessary that three bondholders should be appointed, in order to select a suitable person to go out to America to distribute the money advanced by the capitalist, such person having previously been approved of by him.

Mr. CONHEAD said, that at present they had over four agents; two, Messrs. James McArthur and Peter Gibson, who were appointed under a power of attorney, and two, one of whom was Mr. Griffin, their local agent, and the other Mr. Person, who had disposed of their claims in Cincinnati. For his own part, he was averse to a change; if those who at present served them well were found worthy of their confidence, he thought that the party who advanced the money would be satisfied. In a new company there would be a change of officers, Mr. Griffin would not be in the employment of the company, and there was no further need of Mr. Person's services.

It was then resolved that Mr. Thomas Coxhead, and Mr. Alfred Gault should be appointed a committee to confer with the directors, in order to carry out the proposed plan for the reorganisation of the company.

The following plan was then proposed, and after some discussion agreed to:—That the new company should consist of 70,000 shares of 11s. each; of these 30,000 were to

for a very long time, upon which nothing appears to have been done, except the opening of the adit in the direction indicated. In this adit the cross-lode spoken of above, which has a bearing in a north-west and south-east direction, and will sink a little to the south of the present new shaft: this new shaft is commenced upon a saddle some 30 or 60 fathoms west of and parallel to the one before referred to, and so productive. I am of opinion that a deposit of copper ore, equally as valuable as that to the east, will be found in this part of the mine; and that the indications upon which I base my opinion are even more conclusive than those found to the west; therefore, it is highly probable that the deposit will be equally if not more extensive than the former. The mine is well stocked with plant and spare materials, which will enable the company to make the necessary trial at a trifling cost. [But for the remarks made on this property by your "Leeds Correspondent," I would not have volunteered an opinion; however, I now do so, in the hope that the party proprietors will adopt such measures as will ensure a trial, the result of which, doubtless, be to their procuring advantage. I can say this much, as the parties concerned (with one or two exceptions) are wholly unknown to me. P. S. I might observe that I took a sample of the ore from the new discovery, which is very beautiful, and of a very high produce.

R. C. MANUEL.

IMPERIAL BRAZILIAN MINING ASSOCIATION.

No doubt many shareholders in this company have noticed of late the great depression in the price of shares of the Imperial Brazilian Mining Association, and consequent alarm among holders. But I being a shareholder, to some extent, feel concerned that if the directors and shareholders would avail themselves of the present favourable time, and hire their blacks to some other company, some 60000, to 70000, per cent. might be obtained from this source alone, thus enabling the concern to pay 12s. dividend, yearly, per share. This, upon the present price of the shares, would be 30 per cent. There are neighbouring mines anxious to have these blacks at such a price. Surely this would be the wisest course to pursue. I would retain the property of the association, which I think to be very valuable, and likely to be more so, than at any future period; when improved means for the extraction of many gold-bearing formations on our estates, which are known to contain gold in quantities, but by the present mode of extraction a loss is sustained. Should any shareholder wish to co-operate with me in carrying out this desirable course, by applying to you, Mr. Editor, you can give him my name and address. A SHAREHOLDER.

TESTING CHAIN CABLES.

Your article on the testing of chain cables, in the Mining Journal of Nov. 8, has not come to me to reach the root of the business. "Testing" may be very well, the condition of first importance is the use of iron of the best quality; and this, which is incompatible with the race for cheapness which it is notorious has prevailed for many years. How absurd it is to see shipowners and others insist on the quality for additional precautions to ensure safety, when, as is well known, they are their cables for less than the price of best iron, which is the only quality sufficient for the purpose! Again, testing confers no excellence—rather the contrary. A cable strained itself weakens the cable, adds to its brittleness, and makes it, when being out, apt to break with a jerk when it feels the vessel. I, with many others, have seen the effect of this. I have not been awake to this error. Some fancy that, if a chain is proved, it has every good quality, but it is quite possible for chains of inferior iron to stand the steady strain of the proving machine. I have seen chains of the very commonest iron tested in public yards; but how have they done! Upon breaking, new links have been put in, and after this has been repeated several times, the chain has been approved, and stamped B.R. and the cable made of the very best iron: then proving will not injure them, and the public will soon find the true economy of the advanced cost, in a million of loss in life and property. In this matter, cheapness is truly the prolific source of disaster.—Carlport, Shropshire, Nov. 22. JAMES EDGE.

TRIAL OF PATENT CAUSES.—No. VIII.

Having discussed in a somewhat slight and popular manner the merits of the present system of trying patent causes.—2. The constitution of a new tribunal, the shape of a scientific board or court.—3. The plan of referring the patent, with objections, to the Patent Commissioners, for a preliminary report on the science of the case.—It only remains for my present purpose that I suggest some few points of consideration, by which the merits of these respective plans may be judged of by your readers. I have expressed my conviction that the chief objection to the present system is in the mode of initiating the trial by a scientific contest of professional wits. The adoption of this plan has naturally increased the artificial character of pleadings, the uncertainty of the case to which the Court has to apply the law, the difficulty for the jury of disentangling the facts from the science of the system, and the conviction that the evils experienced are a natural consequence of the system, and that they would remain, notwithstanding any change in the dramatical person who may play the part of the scientist. When the great recent case of Lister v. Leather was tried at Guildhall, Times had an amusing article the next day on the strangeness of the scene presented in the Court of Queen's Bench, but especially remarking on the excited and serious-looking countenances of some of the witnesses, who were said to show as much devotion to their respective sides as they could to their "cred, deologie, and modesty."

The strength of partisanship displayed on these occasions is notorious, and the result as might be expected. The pressure on the mind of a scientific witness, by the desire to reconcile this feeling of partnership with his professional character, is frequently so strong as to lead to an amount of refinement of scientific acumen, that entirely obscures the essential merits of the case. Few, if any, of such witnesses are capable of fairly withstanding the force of the warring circumstances relating to the position in which they find themselves. What has been said concerning imputation upon individuals; they merely give way from ordinary human weakness, the limit of their capabilities has been passed. Notwithstanding, therefore, the slight light that is thrown upon a scientific point of importance by the contest of wits, I think the inherent evils of the system are such as greatly to outweigh its advantages.

As to the constitution of an efficient tribunal for patent causes, in the shape of a scientific board or court, I have questioned its practicability, both on the ground of difficulty of getting such a body to work harmoniously, and of obtaining adequate remuneration for a proper trial of the special merits of each case apart from scientific genius. I think legal rights, if placed in the hands of scientific persons, would stand in the way of the chance as scientific points too often do in the hands of lawyers.

This idea suggests the plan of separating the enquiry into the science of each case from that into the law, which constitutes the third system discussed; but as in every patent case is based upon the science involved in it, the points connected with the latter form the necessary preliminary subject of enquiry. These are, however, the law, as such, is general. Accordingly, it has been proposed that the scientific particulars should be referred to the Patent Commissioners, who should authorise the issuing of a report by a competent scientific officer, the guidance of the court of law in which the case is to be tried. By this system, the details of which are reserved for discussion, the required separation of the two very different kinds of enquiry involved in every patent case may be effectuated, and the fundamental particulars of each case may be settled prior to application of the law to them.

This plan may be said to be derived from the two preceding plans in this way. Whereas the present system mixes up the law and science, and places them in the hands of juries and juries, to be dealt with by them; and whereas the second plan, also, places a mixture of law and science in the hands of scientific persons to be dealt with by them, this last plan would refer the science (without reference to the law) to the scientific persons, whose report would form a guide to the ordinary jury of law. It will thus be seen that the mixing up of the law and science is common to the two former plans; while, in the latter, they are kept distinct; and not so, but their mutual order of sequence, as matters of enquiry, is maintained. Inasmuch as the scientific officer, the right man is proposed to be put in the right place, inasmuch as the scientific officer, under the authority of the Patent Commissioners, would have to deal with the science—lawyers with the law—and the jury with the facts of the case.

Now, Sir, I trust that enough has been said to give your readers an idea of the features of the plan proposed to be substituted for the confessedly objectionable system of trying patent causes at present in use. The subject admits of being treated under various aspects besides those on which I have thought it advisable to touch, and I give me pleasure to supply any further information on particular points at the request of your readers. But, I would suggest that this is essentially a patenter's question. As a patenter, I am naturally desirous of the administration of the Law of Patents, in the trial of patent causes, placed in an efficient footing as possible; but the patenter has a direct pecuniary interest in the stake is frequently a large one.

At the least, then, the subject well deserves the attention of all patentees, who, not, will see it to be to their interest to concert an intelligent mode of applying to the Patent Commissioners, urging their consent to the adoption of the proposed plan. And I will only add that I shall be happy to discuss the matter with anyone who may think fit to call on me for the purpose. WILLIAM SPENCER. Patents, 50, Chancery-lane, Nov. 26.

SHERIDAN MURPHY'S "DICTIONARY OF CHEMISTRY."—A second edition of this very useful book, which may now be called not only a national but a popular work, has appeared, having already received the endorsement of the most domestic as well as foreign chemists. In proof of this, we have only to cite the names of Dumas, Liebig, Brande, Andrews, Kane, Gregory, Miller, Frankland, Herapath, Calvert, Merrett, Playfair, &c. Not only is it a standard work on chemistry, but an American edition has likewise met with great success. In the second edition, the author acknowledges the aid afforded to him by his friends, Messrs. Martin, Murphy, and Erasmus Holden, and, at the same time, acknowledges his obligations to Dr. Angus Smith, of Manchester, and Mr. George Blair, Glasgow, for their special assistance during the progress of the work. At the time of publication of the first edition, Dr. Herapath, of Bristol, in accordance with the plan, stated that the editorial responsibility appeared almost overwhelming to be accepted by one man. The style in which the wood-cuts were engraved, and the entire arrangement of the work at the time of its publication, received a unanimous meed of approval. The present edition is in no way inferior to its predecessor, and judging from the well-deserved popularity in that work, there is every probability that it will find as extensive a sale, standing high as it does not only in the opinion of the scientific world, but likewise in that of the public at large.

LONDON GENERAL OMNIBUS COMPANY.—On Monday last an experimental trip came on the road between London and Brentford, for the purpose of testing its capabilities. The carriage was occupied by several gentlemen connected with public companies. The trip was highly satisfactory, and proved the great superiority over common vehicles now in use. The chief advantages of the Saloon Omnibus consisted in excellent ventilation; commodious for the passengers, who are enabled to pass out without annoying those who are seated; comfortable and roomy seats; capital contrivance for carrying off the rain from the roof, by means of a hollow tube, which passes through the centre of the carriage. The seats on the roof are comfortable and commodious in the highest degree. A large number of these vehicles, we understand, will commence running early next year, which will be a boon to the public.

LONDON GENERAL OMNIBUS COMPANY.—The traffic receipts for the week ending November 22 were 96832. 15s. 8d.

MINING IN THE COUNTY OF ARMAGH.—An English company has obtained a grant from the College of Dublin to go through their property and open up its internal resources as to ore of different descriptions. This they have succeeded in doing in the parish of Derryneave, near Keady, county Armagh. Having commenced in January of this year, they have prosecuted the work of raising lead ore very successfully, and their operations are every day extending, so much so, that at first they had but three men, now they have twenty employed, and last month paid out more above 50*l*. The company succeeded in obtaining the services of an agent or manager from Cornwall (Capt. Tucker), who is not only a practical miner, but also a chemist, and surveyor of minerals. This manager has forwarded to Dublin a box of lead ore, of the best quality, to be placed in the museum of the college, as a sample of the minerals this property contains. The utmost wishes of the owners have been realised in the production so far, and when the work is more extended there is no doubt of its paying a handsome dividend. As the College possesses 32 townships it is fully expected that everyone of these will produce minerals and coals, which this company will, no doubt, turn to good account.—*Belfast Daily Mercury*.

SALE OF MINING SHARES.—Mr. T. P. Thomas submitted for sale, by

uction, several minor shares, and, although the attendance was not very numerous, considerable competition took place in some of the lots: 80 West Sortridge failed to find a bidder; 80 Mollands, in two lots, were sold at 2s. a share; 120 Gusku Tin and Copper Mine were bought in at 3s. 6d.; 12 Lelant Consols Tin Mine, no bid; 1 North Downs sold for 35s.; 60, in three lots, at 30s.; and 100, in five lots, at 32s. 6d. per share; 16 shares in Halamanning and Croft Gtathal, upon which there was no reserve, sold as follows:—5 shares at 30s. each; 5 at 2f.; and 6 at 25s.; 13 shares in South Wheal Crofty, and 5 in West Providence, Mr. Thomas announced as having been taken up by private sale, and the property was sold. The next shares submitted were the lots in North Wheal Croft and Croft Mine, amounting altogether to 84 shares, but, as the reserve was 4l., the only bid was 10s.; 25 shares in Silver Brook, 1s. 3d.; 36 Bwlch Consols, the reserve price being 10s., were not sold; 5 Great Wheal Alfred, after a very spirited competition, fetched 10l. 5s.; and a second lot of 5, 10l. 2s. 6d.; 13 Alfred Consols, in three lots, sold for 16l. 2s. 6d.; 3 shares in North Roskeer, put up in lots of one each, and upon which Mr. M. Thomas announced that the reserved price was 78l., failed to find a bidder above 50l., upon a fourth lot of one share in the same, upon which there was no reserve, the bidding commenced at 50l. and the share was eventually sold for 79l.; 75 South Condurrow, in three lots, sold at 5s.; 100, in two lots, at 5s. 3d.; 25 at 5s. 6d.; and 50 at 5s. 9d.; 1 share in West Caradon fetched 126l.; 1 Boscaen, 97l.; 1 ditto, 96l.; 25 Wheal Edward, 2f. 10s.; 2 West Bassett, 32f. 10s.; 3 ditto, 32f.; 20 Tincroft, 3f. 9s.; 5 Pbar Consols, 2d. 10s.

THE CLAY-SLATE OF CORNWALL AND CARDIGANSHIRE.—Any person who has read the great book written in the rocks must feel that, from the period when the earth was without form up to the time when the first of the human family was put into possession of it, that the Almighty lawgiver had instituted his terrestrial ordinances for the express purpose of bringing it into a state of perfection for their use. It is true that the earliest earthly character of man causes him to look with a sort of superstitious awe on the length of time necessary to throw down the great deposits that exist on the earth's crust, and which by their different characters, and the long period into great cycles of time; yet when we consider that the deposits of guano, the Chincina Islands, off the coast of Peru, the mere off-falls of birds, are 16 ms. 4 ft. deep, we may see that there is nothing impracticable in finding a deposit of clay-slate 20,000 ft. deep, deposited by the wonderful action of the ocean. And if we consider that the three great epochs of the formation of the clay-slate, the old red sandstone, and the carboniferous or mountain limestone, had taken place before the coal was provided for the human family, and that up to that time only the monocotylous plants had appeared, and which are still of great value in tropical climates, as their timber is so valuable for ranking the ranches, and the necessity of sawing—; but then the cedar had not been provided for roofing our temples, or the materials to build our sea-palaces—it will be evident that the work was only in a state of transition from chaos to perfection, but in this work everything is clearly seen to be designed for the use of man. The clay-slate, the bed of rocks with which we have now to deal, is laid down to a thickness of 20,000 ft.: from the time of the commencement of the deposit, which we read to have been when the firmament was established in the midst of the waters, up to the time when it was completed, necessarily an immense period of time, there seems to be no evidence of its containing veins of copper or iron, or of any other mineral, which, by its association with divisional planes more or less perpendicular, would wholly destroy the action of electricity. It is, in fact, more active, more powerful agents of the Eternal, which had converted it from any iron ore, but we find no traces of mineral or metalliferous veins or lodes. We may be required to account for the difference of appearance of the two rocks, of granite and clay-slate seeing there was then no other; but when we look at the work of insects, the extent of the coral reefs—the work of birds and marine plants—nothing of this great building will appear miraculous. Next week we hope to consider the power that elevated the slates and produced the causes for the formation of the veins of metals in them.

THE SALT TRADE.—Attention having been drawn to the salt trade, in consequence of the reported decrease in the mines in the valley of the River Weaver, which Mr. Braithwaite Poole, in his *Statistics of British Commerce*, stated were supposed to be practically inexhaustible, much interest was taken by the public. The views expressed by the manufacturers respecting the cause of the failure of the trade, of which some it is attributed to one cause, and by some to another; but the more probable appears to be that the subsidence of a large area of land within the last few days has changed the channel of the salt springs. The effect of the disaster will be to raise the price of salt 75 per cent., but the manufacturers do not anticipate the annihilation of the trade, as the present demand could be met for many centuries. It is rumoured that Government will be asked to send down a scientific man to inspect and report upon the mines, and afford the manufacturer all possible information for relieving them from their difficulties.

VENTILATION OF COAL MINES.—AIR TIGHT TRAP-DOORS.—Mr. George Forster, of Standish, near Wigan, has patented some improvements in trap-doors for mines, by which efficient ventilation is maintained, and the engagement of trappers rendered unnecessary. Mr. Forster has erected several pairs of his doors, which have answered admirably. The invention consists in arranging double doors at suitable distances apart in the workings or passages, or so connected with each other by means of a connecting rod or bar, combined with suitable levers, that the opening of one door will necessarily close the other, and thus prevent the rush or current of air passing directly through both doors, as the second door cannot be opened until the first is effectually closed. The cases in which these doors are hung or arranged are extended on the side opposite to the engines in the line of the arc of the circle described by the swing of the door (which forms the radius), so as to keep the door closed when the first opening is made, and thus prevent the rush of air for the air to pass. The further passage of the wagon, &c., will next open the second door, leaving the first closed behind the wagon, and thus proceed onwards, as required. In instances where there are double ways or trains through the workings or passages, the doors (instead of being hung upon hinges) turn upon pivots in the centre, between the two lines of way, and have the same provision of the extension of the casing, but in this instance the door is swung in the reverse of the door (swinging both ways) will be closed on one side, so as to keep the door closed in the other direction of its swing. This arrangement being self-closing, dispenses with attendants, or so-called trappers. Secondly, these improvements are equally applicable in other similar situations where it is desirable to prevent an outer current of air from passing directly into the interior of the passage or chamber, and interfere with the ventilation.

CHARGE BY THE GOVERNMENT INSPECTOR OF MINES—IMPORTANT TO COLLIERY PROPRIETORS.—At the Neath Petty Sessions, Thomas Thomas, mineral agent, in the employ of Mr. Fothergill, at the Vennall Colliery, was charged by Mr. T. Evans, Her Majesty's Inspector of Mines for the district, with having neglected to forward to him information of an accident which occurred in the colliery, as required by the 9th section of the Act. Mr. Thomas, Mr. Simons, of the Bench, appeared to support the charge. Defendant pleaded guilty, stating that he had not received the requirements of the Act. Mr. Simons addressed the Bench in explanation of the circumstances under which the information was laid. He said that among the many valuable provisions of the recent Act for the protection of the lives of persons working in coal mines, there were none more valuable than that which required that information of an accident should be sent to the Inspector within 24 hours, so that he might be enabled at once to institute enquiries in order to ascertain whether blame was attributable to any individual. The present case, Mr. Evans had no intimation of until some time after the inquiry. Circumstances might have occurred which would have rendered it necessary that he should have been present at the inquest, and the omission to inform him of the accident, therefore, a very serious offence. The Legislature had marked their sense of its gravity by imposing a heavy penalty, which the Bench had no power to mitigate to a lower sum than 10*l.* on conviction. Mr. Evans had been directed by the Home Secretary to lay this information, the authorities baring none to the determination to put the law in force in all cases. Eighty-nine notices having now been issued to colliery proprietors to put themselves in a position to fulfil the law, the authorities were resolved to lay particular stress on every instance where a breach of the statute is committed, or where any inattention to the general and special rules of the colliery is discovered. He (Mr. Simons) thought this resolution a very proper one, and one to which the Bench, when any cases of the sort came before them, would readily aid in giving effect. The accident out of which arose the present charge occurred on Oct. 11, and information was not given to Mr. Evans until the 17th, whereas he should have been informed of it within 24 hours. When the present case came on for practical purposes, the Bench was divided, as to whether it was that he was not aware of the requirements of the Act, but he (Mr. Simons) thought that this was by no means a mitigation of the offence. In these cases there was an excuse Act to be attended to, and when persons whose duty it was to make themselves acquainted with the Act, neglected doing so, that neglect became of itself a very serious offence, and it might imperil the lives of numerous individuals. The maximum penalty was 20*l.*, and the minimum 10*l.*, and the statute provided that the penalty might be divided among the family of the deceased, if the owner of the colliery was the Secretary of State. The Bench enquired of the owner of the colliery had been aware of the requirements of the Act. The Inspector said that he had reason to believe that he was not at the time, as he left it to Mr. Thomas, the defendant. The Bench said they certainly thought it was the duty of the owner of a colliery to see that his agents were acquainted with the requirements of the Act. They would in this case inflict the minimum penalty, believing that defendant was not wholly to blame in the matter. It was the duty of the colliery proprietor to have seen that his agent knew the requirements of the Act. The Inspector said that the deceased had been employed for five full years, and was only six years out of school, and the youngest five weeks. The Bench accordingly directed the jury to convey to Sir George Grey their opinion that the penalty should be divided among the family of the deceased.

A DIRECTOR—SINGULAR COMMERCIAL FAILING.—It is a strange failing, and one I cannot account for in the English character (says a high authority in the City), but a man of honour, of unblemished integrity, no sooner becomes a director of a public company, than frequently he seems to lose all his private honesty. An honest man must not be a director, for he will not be able to stand up to the pressure of expediency as banker or tallow-chandler. There must be some obliquity of moral vision; for I have noticed that a man's eyes will see the smallest speck of dishonesty quite clear enough in his own counting-house, but that when he is seated in the board-room of a committee, he quietly winks at things ten thousand times worse.—*Edinburgh.*

•• Four volumes of the TRANSACTIONS OF THE NORTH OF ENGLAND INSTITUTE OF MINING ENGINEERS are now published, and contain a large number of highly valuable Papers by eminent scientific men. The volumes may be had, together or separate, at the MINING JOURNAL office, price 21s. per volume; or by order of any bookseller.

BRITISH MINES.

DEVON BURRA BURRA.—J. Lord, Nov. 27: The 40 cross-cut south measured 100 fms. 2 ft. 6 in. at 21. 10s. per fm. for 5 fms.; north it measured

plunger bottoms, sending down main rod, plunger pole, and fixing the same. From having discovered the south part of the lode in the 144, between Bounder and Crease's, and a winze sunk some fathoms below the level, in which is a good branch of tin, we

PENHAUGER.—J. Prince, Nov. 21: The engine-shaft is sunk 10 fms. 3 ft. below the adit level, the lode in which is about 18 in. wide, consisting of friable fluor-spar, accompanied by stones of lead ore of good quality. The slate is favourable for this

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In the Bullion Market, — Bar gold is quoted 77s. 9d.; Spanish doubloons, 78s. 6d.; South American ditto, 75s. 6d.; United States gold coin, 76s. 4½d. to 79s. 4½d.; Mexican and South American dollars, 61½d. to 62½d.; Five franc pieces, 60½d. to 60¾d.; Spanish Pillar dollars, 7s.

At South Caradon Mine meeting, on Tuesday, the accounts for July and Aug. showed — Balance last audit, 787. 9s. 10d.; ore sold, 8503. 19s. 10d. = 8521. 9s. 3d. — Mine cost, merchants' bills and sundries, July, 2641. 19s.; August, 2603. 1s. 6d.; leaving balance in favour of mine, 3335. 10s. 6d. A dividend of 2048. (8s. per share) was declared, and the remaining 1287. 10s. 6d. carried to next account. Capt. P. Cymon, Junr., reported that the mine was still looking very well.

At Great Work Mine meeting, on Tuesday, the accounts for July, Aug., and Sept. showed — Balance last audit, 787. 9s. 10d.; black tin and copper ore sold, 4201. 19s. 9d.; sundries sold, 115. 4s. 6d. = 1194. 13s. 2d. — Labour cost, 2388. 11s. 8d.; merchants' bills, 1871. 19s. 10d.; carriage, 195. 19s. 3d.; lord's dues, 195. 19s. 3d.; leaving balance in favour of mine, 1084. 16s. 10d. A dividend of 502. 10s. (7s. 10s. per share) was declared, and the remaining 192. 6s. 10d. carried to the credit of next account. It was resolved, that for the present the sinking of the shaft in the Bal was suspended until the old men's workings further south be cleared up, which should be commenced at once. Captains R. Blight, J. Medlin, and T. Edwards, reported upon the progress being made at the various points of operation.

At Wheel Owsley meeting, on Nov. 21, the accounts showed — Balance last audit, 1497. 11s.; tin sold, 5083. 1s. 11d.; sublet receipts, 178. 12s. 3d.; sundry receipts, 1137. 17s. 9d. = 6327. 2s. 11d. — Mine cost, July, Aug., and Sept., 2914. 16s. 10d.; carriage of ore, 180. 15s. 10d.; lords and bounds' dues, 203. 8s.; merchants' bills, 1355. 16s. 5d.; sublet advances, 181. 17s.; leaving balance in favour of adventurers, 1907. 8s. 10d. A dividend of 500. (6s. 5s. per share) was declared. The net profit on the three months' working was 540. 17s. 10d.; and after payment of dividend, the balance carried to next account was 1407. 8s. 10d.

At Wheel Buller meeting, on Nov. 13, the accounts showed — Profit on the two months' working, 1107. 7s. 11d., which added to balance from last account, 1060. 7s. 8d. = 2168. 15s. 7d. A dividend of 1200. (5s. per share) was declared, and the remaining 968. 15s. 7d. carried to next account. The level of the 50, east of the Hocking's shaft, will produce 5 tons of ore per fm. The 50 east will produce 3 tons per fm.; the 50, east of Hocking's cross-course, on this branch, will produce 1 ton per fm. The 40, east of Hocking's shaft, on the south part of the lode, will produce 1½ ton of ore per fm., and the 28 east will produce 2 tons per fathom. We have two winzes sinking under the 60, east of Hocking's shaft, one will produce 6 tons, and the other 5 tons of ore per fm. The lode in the bottom of Kistle shaft is about 2 ft. wide, and will produce nearly 5 tons of low-price ore per fm. for the length of the shaft, 2 fms. The other parts of the mine are without much alteration.

At Levant meeting, on Nov. 18, a dividend of 21. per share was made. At Bedford United Mines meeting, on Thursday, the accounts showed — Balance last account, 859. 16s. 1d.; ore sold, 3298. 15s. 11d. = 4158. 12s. — Mine cost, 2524. 1s. 4d.; secretary's salary, stationery, printing, &c., 351. 4s. 6d.; dues, 190. 5s. 11d.; leaving balance in favour of mine, 1433. 0s. 3d. A dividend of 500. (2s. 6d. per share) was declared. Captain James Wolferstan reported that the mine generally was in a healthy state, and the present returns could be maintained. They would sample on Friday (yesterday) about 160 tons of ore, which they calculated would be worth, according to the present standard, about 8s. per ton.

At Wheel Kitty bi-monthly meeting, on Thursday, the accounts showed a balance in hand of 1166. 18s. 3d. Black tin to the amount of 41 tons 11 cwt. 3 qrs. 15 lbs. had been sold in the two months, giving a profit on the workings for that time of 505. 3s. 3d. The report from Capt. Thomas stated that the lode in the engine-shaft was worth 304. per fm.; in the 72 end, 35. per fm.; in the 54 end, 34. per fm.; in the 44 end, 34. per fm.; in the 34 end, 34. per fm.; in the 24 end, 34. per fm.; in the 14 end, 34. per fm.; and all other parts of the mine looking well. Estimated for November sale, 25 tons of tin ore. The meeting was adjourned till Dec. 23, after which the meetings will be held quarterly.

At Buller and Bertha Mine meeting, on Thursday (Mr. James Lane in the chair), the mine was divided into 1200 shares (formerly 60), and a call of 5s. per 1200th was made.

At Boiling Well bi-monthly meeting, on Friday (Mr. William Austin in the chair), the accounts showed a balance of 3714. 8s. 1d. in favour of the mine. The report from Capt. Delbridge stated that the mine was in a satisfactory state, and they had a branch of the latter for several fathoms, they have driven in the various levels 52 fms. 5 ft. 6 in. The 30, 60, and 20, fms. levels cast are much improved. Messrs. Austin, Hallett, Bryle, and Jones, were re-elected as committee of management.

At the Tamar Consols Mine adjourned meeting, on Tuesday (Mr. Dunsford in the chair), the Chairman stated that he had received a communication on Monday from Mr. Gardiner, the agent for the Duchy, suggesting that to give the directors time to make a proper application, and to give him (Mr. Gardiner) an opportunity of arranging with other parties, the proceedings should be adjourned to Jan. 22, which was unanimously agreed to.

At the South Phoenix Mine meeting, on Nov. 6 (Mr. E. Harding in the chair), the accounts showed — Mine cost, Sept., 167. 2s. 4d.; estimate for Oct. and Nov., 330. 1s. 3d. — Cash and calls in arrears, 298. 17s. 4d.; leaving balance against adventurers, 198. 5s. 1d. A call of 1s. 3d. per share was made. Capt. Wm. Trearwater reported that the 100 had been driven north on great cross-course 25 fms., and in the same level south, towards the south lode, 25 fms. 2 ft. 3 in., the ground continued favourable for driving. Two men had been put to open west on a large branch intersected in this level, composed of gossan, quartz, and prisms, spotted with copper ore, and presenting a kindly appearance.

At North Whaley Consols meeting, on Nov. 20 (Mr. T. C. Orchard in the chair), the accounts showed — Balance last audit, 51. 3s. 4d.; calls received, 200. 15s. = 251. 18s. 4d. — Mine cost, Aug., 43. 7s. 7d.; Sept., 69. 11s.; leaving balance in favour of adventurers, 207. 4s. 9d. In the estimated account of assets and liabilities, the balance against the mine was 272. 9s. 3d. A call of 1s. 6d. per share was made. Capt. Trearwater tendered his resignation, it was accepted, and a vote of thanks, with a present of ten guineas, for past services, unanimously passed. Capt. John Trearwater reported that they were driving north on the course of the lode in the deep adit level, in which they had a beautiful lode, from 4 to 5 ft. wide, composed of prisms, gossan, hornspire, and silver-lead ore; and they had a branch of the latter for several fathoms in length, good saving work. He fully expected at the next level to be in a position to sample ore. The prospects are very cheering, and Capt. Trearwater concludes: — "I can assure you we have a very valuable property."

At South Wheel Tolgus meeting, on Nov. 21, the accounts showed four months' costs (July to October inclusive), 3578. 16s. 10d., against two months' returns, 2644. 3s. 10d., being the proceeds of ore sold on Sept. 4. The cash balance against the adventurers thus appears to be 179. 6s. 10d. The proceeds of the ore sold on Nov. 6, 240. 17s. 6d., and now held in bills falling due early in January, will be credited against Nov. and Dec. costs, and the profit then shown will enable the pursuers to declare a dividend at the next two-monthly account. The prospects of the mine are so good as to warrant the expectation of an increase in future dividends. A considerable quantity of rich ore ground has been laid open. In the 100 there is a course of ore from 30 to 40 fms. long, worth 304. per fm.; the end west is still yielding 3 tons per fm., worth 9s. per fathom. The 75 has also passed through 20 fms. of ore ground, worth from 25s. to 35s. per fathom. The levels on the south lode, and on the lode east of the cross-course, are all opening ore ground; and the working of the eastern part of the mine will be much facilitated by the permission granted to drive the levels through the cross-course.

At East Tolgus meeting, on Nov. 21, an account for four months was produced, showing a balance against the adventurers of 316. 17s. 11d. A call of 4s. per 250th share was agreed to, and a resolution passed authorizing the sinking of the shaft in the eastern part of the mine, where good discoveries have been made, as the 22 fm. level, on Redruth Consols lode, had already passed through a short but very rich course of ore, producing in one place 10 tons per fm. The 34 fm. level is now driving towards this run of ore, and it has a very promising appearance. North Buller lode, at the flat-rod shaft, is yielding 1 ton of ore per fm., and the 22 fm. level has passed through 14 fms., producing from 1 to 2 tons per fm., the end still yielding 1 ton per fm. The prospects of this mine are highly favourable, and fully warrant the outlay for vigorous working.

At the Wheel Zion meeting, on Thursday (Mr. St. John Medley in the chair), it was resolved "That this meeting, having taken into consideration the offer of Messrs. Gard and Comins, for the purchase of the globe lands for the value of 7000, and they being of the price they ask is considerably in excess of its value, they beg to decline it. The shareholders will, however, entertain such amended proposition as they may be disposed to make."

At Great Crinnis Mine meeting, on Thursday (Mr. C. R. Read in the chair), the accounts showed — Balance last audit, 208. 8s. 7d.; calls received, 1751. 9s.; shares paid in full, 90. 15s.; loan from bankers, 400. 0s.; ore sold, 3560. 16s. 2d.; carriage, &c., 50. 13s. 2d. = 6062. 1s. 11d. — Mine cost, 3988. 3s. 7d.; merchants' bills, 1612. 19s. 7d.; dividends paid, 21. 10s.; discount at bankers, 30. 9s. 3d.; office expenses, 42. 11d.; interest on new shares, 34. 19s. 9d.; committee of investigation on account of expenses, 27. 16s. 10d.; leaving balance in favour of mine, 324. 2s. The balance of liabilities over assets was 1800. 16s. 1d. Messrs. Coxhead and Ship-ton being present, a very protracted and uninteresting discussion took place, but the sole business disposed of was the passing of the accounts, and the appointment of three shareholders to act with the directors in considering the best course to be adopted with a view to the more rapid and successful development of this extensive property.

At the Sortridge and Bedford Mines meeting, on Tuesday (Mr. W. B. Winter in the chair), the accounts showed — Balance last audit, 63. 17s. 10d.; calls received, 390. 7s. 6d. = 453. 15s. 4d. — Mine cost, 264. 11s. 2d.; merchants' bills and sundries, 145. 13s. 9d.; leaving balance in favour of mine, 43. 0s. 3d. The balance of liabilities over assets was 343. 13s. 7d. Capt. John Hitchens and Joseph Richards reported that driving west would give the greatest chance of making a discovery.

At Okhampton Consols meeting, on Monday (Sir Edwin Pearson in the chair), the accounts showed — Balance last audit, 190. 11s. 7d.; calls received, 378. = 568. 11s. 7d. — Mine cost, Aug., 182. 17s. 5d.; paid Gill and Co. for timber, 129. 11s. 4d.; leaving balance in favour of mine, 386. 2s. 10d. The balance of liabilities over assets was 90. 9s. Capt. Joseph Richards reported that on the lode laid open by the adit level being intersected at a deeper level, great and lasting discoveries will be made. The Court-house will be adapted to a residence, and Captain Richards will undertake to reside there.

At Hingston Down Consols meeting, on Tuesday, the accounts showed — Balance last audit, 2619. 18s. 3d.; ore sold, 2150. 5s. 5d.; sundries, 621. 0s. 1d. = 4911. 18s. 9d. — Paid Overend, Gurney, and Co., 2000. 0s.; mine cost, 1443. 19s. 4d.; office expenses, 36. 15s. 6d.; dues, 189. 19s. 5d.; leaving balance in favour of mine, 1120. 7s. 1d. Capt. Wm. Richards reported that the sale on Thursday last realized 1897. 17s., against two months' working cost (1543. 19s. 4d.). The machinery was in all good working order.

At Round Hill Mine meeting, on Tuesday (Mr. P. D. Hadow in the chair), the accounts showed — Dues, 140. 2s. 9d.; labour cost, July, Aug. and Sept., 1387. 13s. 4d.; merchants' bills, 274. 18s. 10d.; interest, 12. 8s. 3d. = 1815. 3s. 2d. — Balance last account, 77. 19s. 2d.; ore sold, 1434. 4s. 4d.; leaving balance against mine, 372. 19s. 8d. Capt. John Kneebone reported that during the past three months the slopes in the back of the 30 shaft have not yielded so much ore per fathom, and the 40 fm. level south during the last fortnight has been generally poor; but as they are not under the best ore ground gone down in the 30, they may expect to improve again as they drive south.

At Rickard's Wheel Rose meeting, Nov. 26, the accounts showed — Balance last audit, 302. 3s. 6d.; mine costs and merchants' bills, June, July, Aug., and Sept., 755. = 1057. 3s. 7d. — Call received, 753. 1s.; leaving balance against the mine, 314. 8s. 6d. A call of 3s. per share was made.

At the Queen of Dart Mining Company meeting, on Nov. 21 (Mr. John Marshall in the chair), the prospects of the mine were stated to be very satisfactory. A report of the meeting will be found in another column.

At West Alfred Consols meeting, on Thursday (Mr. G. A. Ashton in the chair), the accounts showed — Balance last audit, 607. 9s. 9d.; labour cost, Aug. and Sept., 720. 5s. 6d.; merchants' bills, 228. 14s. 8d. = 1550. 6s. 11d. — Calls received, 605. 17s. 4d.; ore sold (deducting dues, 1-24th, 13. 16s. 4d.), 317. 15s. 11d.; leaving balance against mine, 632. 13s. 8d. Capt. S. Lean and R. Stevens reported that the summen have completed cutting ground for bearers and cisterns, and fixing same, together with a new lift in the 85. They were now in a position to resume sinking flat-rod shaft, which is down 3 or 4 fms. below the level.

At East Gunnis Lake and South Redford Consols meeting, on Thursday, the accounts showed — Balance last audit, 504. 0s.; ore sold, 444. 18s. 3d.; calls received, 648. 5s. 6d. = 1152. 13s. 9d. — Mine cost, July, Aug., and Sept., 947. 11s. 6d.; dues, 17. 14s. 2d.; office expenses, &c., 17. 4s. 6d.; discount on bills, 34. 6s. 1d.; leaving balance in favour of mine, 159. 19s. 6d. Capt. James Wolferstan reported that they hoped to sample next month, and would get as large a quantity as they possibly can. The south lode, on which some men are now working in the bottom of the adit, is of the most promising character, and warrants them in believing that when intersected at deeper levels, the lode will be found more productive than at present.

At Withiel United Copper and Iron Mining Company meeting (Mr. J. Marshall in the chair), it was determined to issue 1000 reserved shares, at 1s. 1s. per share. The proceedings are detailed in another column.

At Wheel Ellen meeting, Nov. 24, a call of 12s. 6d. per share was made.

Pedn-an-drea United Mines sale of tin, on the 5th and 20th instant, amounted to 10½ tons, realizing 822. 7s. 11d., and we understand they take another parcel to smelt-house to-morrow, 29th inst.; and likewise, that should the calciner be kept at work for the next four weeks, the return of tin will be from 25 to 30 tons. They have at work 109 tributaries, at tributaries varying from 5s. to 12s. in 14; and 64 men on tutwork.

Great Wheel Vor is looking remarkably well; at Wheel Metal, No. 1 engine-shaft, the lode is worth 200. per fm., and may be termed a splendid course of tin. It is fully expected that the returns for the month of November will be equal to October, allowing that it will be only four instead of five weeks.

From South Wheel Tolgus, the agents report the prospects of the mine as still good; and calculate upon raising the same quantity of ore bi-monthly for some time to come.

From East Wheel Tolgus, the agent reports that since the last meeting they have communicated the deep adit level to the engine-shaft, 17 fms. below the former adit, and 25 fathoms from the surface, this deep adit drains the mine to that depth and has enabled us to do away with the top lift of pumps. He recommends that a new shaft be commenced to the east of the present workings upon the Redruth Consols lode, to enable them to open and work the eastern ground. A convenient site for such shaft will take the lode about 50 fms. east of present engine-shaft.

At Great Howas United Mines, a new lode has been cut during the week. This is considered to be of great importance, and is discovered in a cross-cut which has been driven south in the extreme east of the workings in the 56. This level is full 40 fms. in advance of all levels in this part of the mines; and in driving the cross-cut 25 fms., from the north lode to the south lode, four lodes will be intersected, which will plainly show that a new and most extensive mine is being opened out in this direction. The western mine is also looking well, and promises to be a great mine. The workings are nearly three-quarters of a mile in length.

At Wheel Constantine, the lode, in cutting the plat, has much increased, and is 6 ft. wide, 4 ft. of which is producing good saving work for lead; and when it is considered that this lode will form a junction with the middle lode about 12 fms. east of this point, good results are expected. In about a week, the middle lode will be intersected north of the shaft, and, judging from its productive character in the 50, returns therefrom are reasonably expected.

From Wheel Harriett, we hear the lode in the 50 is worth 2 to 3 tons of copper ore per fm.; and in the winze sinking below the 50, 2 tons per fm.; no level is driven between this and the 74, at which point they are driving on the cross-course to meet the lode; should it prove equal to the 50, it will at once place the mine in a capital position. The sett is between Dolcoath and Condor and in the granite range of Carn Brea.

Wheel Basset dividend, on Tuesday next, will, we understand, be 8s.

The St. John del Rey Mining Company have declared their 29th half-yearly dividend, of 1s. per share, making 31. 7s. 6d. already paid on each 15s. share.

At the South Australian Copper Mining Company meeting, yesterday (Mr. Winckworth in the chair), a series of resolutions were unanimously adopted, to remodel the company under the Joint-Stock Companies Act, 1856, and authorising the committee to raise 3000. for present purposes. A very satisfactory report was read from Capt. Prisk, which will be found in another column. The proceedings terminated with a cordial vote of thanks to the Chairman, and other members of the committee.

At the Mount Carbon Mining Company meeting, on Wednesday (Mr. G. Balaion in the chair), it was stated that a capitalist had come forward who had offered to advance them the sum of 37500. in order to discharge their liabilities in Virginia; if they obtained a further sum of 10,000., this would place their property in a paying position. After some discussion, it was agreed that Messrs. Francis Bennoch, Thomas Coxhead, and Alfred Goelet, should be appointed a committee to consult with the directors. It was further resolved that the company should be re-organised, and the capital to consist of 70,000 shares, of 1s. each. Of these 30,000 were to be reserved as a security for the bondholders, 15,000 to be distributed among the old shareholders on such terms as might be agreed upon, 7500 to the party who had advanced the money to pay off the debts in America, and the remainder to be offered to the public at par, the old shareholders having the preference. The resolutions of the committee are to be subject to the approval of a special meeting, to be called for that purpose. Full particulars will be found in another column.

At the Liberty Mining Company meeting, on Thursday (Mr. R. A. Ridell in the chair), the accounts showed — Balance at bankers, 240. 3s. 3d. A resolution was passed to register the company under the Joint-Stock Companies Act, 1856, with limited liability, and to reduce the number of shares from 125,000 of 1s. each to 25,000 of 5s. 5s., subject to two calls of 2s. 6d. each. The directors were re-elected, with the addition of Mr. W. Conquest. The auditors were also re-elected, and the proceedings terminated with a vote of thanks to the Chairman, directors, and secretary.

The Colonial Gold Company have advised from Mr. Spence, under date Melbourne, Aug. 5, which will be found in the usual column. The directors have called a special meeting for Dec. 10, to consider whether the company shall be dissolved, as it would appear that the prospects of success are now very meagre.

In Foreign Mines, the market has been generally quiet, and St. John del Rey shares, in consequence of the dividend being only 1½, fell to 16. Cobc Copper were better, being dealt in yesterday at 36½; Copiapo, 14½; Linars, 7½; National Brazilian and United Mexican were better, the closing quotation of the former being 3½ to 3¾, and the latter 3½ to 4½.

In Gold Mining Shares, the only enquiry has been in Chancellorsville, at 7s. 6d.; other quotations are merely nominal.

In Miscellaneous Shares, the market has been active throughout the week, and improved prices obtained. In consequence of the very satisfactory report from Great Wheel Vor the shares were much enquired for yesterday, but the price was very scarce. A large amount of business has also been done in Joint-Stock Banks; the quotations will be found in the usual column.

LEAD ORES.

Mines.	Tons.	Price per ton.	Purchasers.
Eaglebrook	20	£12 16 0	Sims, Williams, & Co.
Foxdale	100	£14 5 6	Walker, Parker, & Co.

Mines.	Tons.	Price per ton.	Purchasers.
East Wheel Rose	96	£14 18 6	R. Michell and Son.
ditto	27	9 6 0	ditto
ditto	61	14 16 6	T. Somers.

Mines.	Tons.	Price per ton.	Purchasers.
Wheel Mary Ann	92	£24 10 0	Sims, Williams, & Co.
Clara	12	11 0 0	Walker, Parker, & Co.

Mines.	Tons.	Price per ton.	Purchasers.
Penrynian	8	£11 0 6	Newton, Keates, & Co.
Westminster	45	12 15 0	J. P. Eytton.
Maestryan	85	12 9 6	Walker, Parker, & Co.
Minera	50	12 12 6	ditto
ditto	50	12 12 6	Newton, Keates, & Co.
ditto	100	12 12 6	ditto
Prince of Wales	9	11 10 0	Walker, Parker, & Co.

BLACK TIN.

Mines.	Tons.	Price per ton.	Purchasers.
Wheel Kyns	2	£13 0 0	£13 0 0
ditto	2	13 15 0	18 13 7
ditto	0	2 27	67 17 6
ditto	0	2 23	65 0 0
ditto	0	13 28	50 7 6
ditto	1	7 18	40 0 0
ditto	13	18 00	32 5 0
ditto	0	2 8	25 0 0
ditto	0	3 9	10 0 0

Mines.	Tons.	Price per ton.	Purchasers.
Pedn-an-drea United	12	£12 12 0	£12 12 0
ditto	0	6 0 0	55 0 0
ditto	2	3 2 8	84 5 0
ditto	2	9 10 6	77 0 0
ditto	2	9 4 4	77 0 0
ditto	1	9 2 11	84 0 0

Mines.	Tons.	Price per ton.	Purchasers.
Wheel Kitty	9	£30 10 0	£74 10 0
ditto	1	10 0 0	39 7 8
Polberro	20	0 0 0	80 12 6

COPPER ORES.

Mines.	Tons.	Price per ton.	Purchasers.
Ex Eliza Hands, sold at LIVERPOOL on the 21st November.			
Lot 1	75	£18 11 0	Williams, Foster, & Co.
Lot 2	75	18 6 0	ditto
Lot 3	75	18 6 0	Newton, Keates, & Co.
Lot 4	75	18 6 0	Williams, Foster, & Co.
The other bidders were Messrs. C. Lambert; J. Kays and Son; Mason and Elington; Pocket Nook Co.; J. Bibby, Sons, and Co.; and Vivian and Sons.			

COPPER ORES.

Sampled November 5, and sold at Swansea November 25, 1856.

Mines.	Tons.	Produce.	Price.	Mines.	Tons.	Produce.	Price.
Cobre	96	12½	£12 7 6	Namaqualand	44	27	28 19 6
ditto	95	12½	12 7 0	Springbok	13	28½	30 2 6
ditto	94	12½	12 11 0	ditto	18	28½	28 3 0
ditto	93	12½	12 16 0	ditto	30	17½	18 4 6
ditto	49	20½	21 8 6	Sydney	3	16½	17 5 0
ditto	47	20½	21 12 6	ditto	5	16½	17 5 0
ditto	45	20½	20 18 6	ditto	10	21½	23 1 0
ditto	11	59½	61 7 6	ditto	9	18½	19 4 0
ditto	10	15	15 6 0	ditto	4	16½	17 19 0
Cuba	90	14½	14 7 0	Walwich	31	30	32 10 6
ditto	85	14½	15 1 0	ditto	10	29½	32 9 6
ditto	80	14½	14 12 0	Holyford	30	30½	32 2 6
ditto	76	14½	14 18 0	ditto	7	7½	7 7 0
ditto	34	22½	23 6 0	Clarendon	6	15½	16 1 0
ditto	4	71	75 11 0	Af. Cameron	2	24½	25 17 0
Berehaven	114	10½	10 16 6	Mining Co.	1	32½	36 8 0
ditto	103	10½	10 13 0	ditto	2	31½	34 13 6
ditto	73	10½	10 3 6	Barilla A.	8	77	85 12 0
Spanish	58	6½	6 17 6	" M.Y.C.	6	77½	90 0 0
ditto	11	9½	10 0 0	" C.M.C.	4	80	90 2 6
ditto	10	9½	9 9 0	Namaqualand	42	26½	28 14 6
ditto	9	12½	13 9 6				
Kapunda	41	27	29 1 0				

being of a larger size they were inconvenient, in consequence of their striking against the sides. DEGROUSE had patented a system whereby hollow rods of iron were used; these had been found not to answer in all

instances, in consequence of the difficulty of keeping out the water. They must remember that at a depth of 300 ft. they were subject to a pressure of nine atmospheres; owing to the leaks they were constantly occurring, these had to be given up. GERNHAUSEN had tried them with more success while sinking a deep bore-hole, from 1843 to 1845, at Neue Salzberg, in Westphalia. The rods there were made in lengths of from 9 to 15 ft. At the extremity of the tube a solid plug had been inserted; it was not convenient to have long pipes. The depth sunk here had been over 2000 ft., and had the ordinary rods been used, the weight would have been 11,205 lbs., and deducting for the less weight in water, it would be 9804 ft. Here they had used 1898 ft. of hollow rods, being about 100 lbs. per 30 ft. of rods; 6326 lbs., 232 ft. lighter; 1044 lbs., and 90 ft. heavy, 1620 lbs.—making altogether 8990 lbs., being a gain over the other of 2215 lbs., and taking into consideration the water, in round numbers it might be assumed at 3000 lbs. If they calculated the number of strokes, and the greater efficacy of the work performed, they could not fail to see the immense advantage. Another was by a segmental lever, with a counterbalance something in the shape of a gasometer, immersed in water, with no bottom, which he denominated an aerometer, by which the rods could be taken up, and then fall by themselves.

Several other diagrams were shown of various inventions, by which not only the loose mud could be brought up, but likewise solid masses, so that the strata of the country through which they were boring could be accurately known, and this, he need not tell them, was of great importance in mining operations. A large piece of rock salt was then shown, which had been taken up 210 ft. from the surface, as well as two blocks of sandstone from the coal measures, one of which had been raised from a depth of 1066 ft.; and illustrated the dip of the strata, which Mr. WARRINGTON SMYTH pointed out as a proof of the great utility of the recent inventions to miners and geologists, and concluded by observing that great practical knowledge was required, not only to know the strata through which the bore-hole was to be sunk, but likewise the most fitting and proper tools to be used; and although in the last few years they had witnessed many improvements, there was every probability that science and practice would, as it progressed, yet achieve greater triumphs.

One of the greatest blessings an Englishman boasts of is "freedom of action;" this cannot be too highly prized; but when it endangers human life, surely there ought to be some salutary restrictions placed upon it. Our railway system has long been considered defective, and it was not until some years after that had been in operation, and a number of accidents were of daily occurrence, that Government stepped in and appointed inspectors; and ever since that period there are many who say that this interference is even yet too little; and, if our candid opinion were asked, we do not believe we should materially differ from those who advance this idea. If Government interference be necessary on land, how much more so it is at sea; and the late disasters which have occurred with iron ships have shown how necessary some efficient supervision is. We need not allude to the loss of the *Birkenhead*, nor the many accidents that have lately taken place; but we must be alive to the sound truism, that the construction of these ships is in general very faulty.

The *Roslyn*, built at Glasgow by Messrs. BARCLAY and CURRIE, on her maiden voyage from Stettin to Leith, has not been heard of, although she left for her port of destination on the 8th. The *Port George*, iron sailing ship, built at Glasgow in 1855, was laid on for Calcutta; during the time she was loading, she was discovered not to be water-tight; sailed on Jan. 29, 1856, and was obliged to put back, Feb. 12, so leaky, that her cargo had to be discharged, and about 50 per cent. of her original cost disbursed before she was able to sail again; yet this vessel is classed A 1 for twelve years. The *Demetrius*, only built the commencement of the present year at Hartlepool, is now in the dry-dock at Birkenhead, requiring considerable repairs. These are but few instances, but they are by no means isolated, and, we regret to say, of too frequent occurrence.

It must not be supposed we are unable to construct iron vessels of a durable nature, neither liable to accident by leakage or breakage; this can be done; but while LLOYD'S insure unseaworthy steam-ships, which leak after the first voyage, and have to discharge their cargoes; when we see that vessels, after having performed one voyage, are obliged to be laid up and repaired, we cannot wonder there are careless and avaricious people who will build these ships for a price, knowing, at the same time, they are unseaworthy, and unfit to be trusted with human life, and not capable of carrying cargo with any degree of safety. The only remedy that appears to us to exist for this crying evil, is that the Board of Trade should lay down some definite line on which these ships should be constructed, and none allowed to go into use unless properly certified. If such were to take place, we should hear no more of these slop ships, which have given rise to much loss of life and destruction of property. Dr. SCORSEBY has said, and his opinions should have some weight, that the compasses can be as easily adjusted on board an iron vessel as on one of wood; and, in a voyage to Australia, they were not one day out of their course.

We mentioned, in our last Journal, that several gentlemen had come from the United States, in order to notice the system of building iron ships as practised in this country, it being the general opinion in North America that the days of wooden vessels are numbered, and that iron hereafter must be the material to be used. Brother JONATHAN will "go-a-head;" he is no easy rival to compete with, and it behoves us to use all appliances, in order that our mercantile marine may retain its present prominent position in the carrying-trade of the world. This is not a question which alone affects the ship-builder, but it is likewise of importance to the merchant, consumer, and, in fact, all classes of the community. We may be considered as alarmists, but we would advise all those concerned to insist on a thorough investigation into the present mode of iron ship-building; and we earnestly appeal to the Board of Trade to see such investigation honestly and faithfully carried out in all integrity, so that these dreadful occurrences, if not totally prevented, may be more effectually remedied.

The interest attached to the question of the production of coal in the vicinity of London continues to increase. We hear, moreover, that tests are going on in different districts, both in Surrey and Kent; and a company is in course of formation at Portsmouth to determine the same matter in Hampshire. In three of the southern counties, therefore, sufficient confidence in the issue is felt to encourage the necessary outlay in boring to the proper depth, or rather to a depth beyond which all further boring would be futile, in a commercial sense.

A very strong feeling exists, no doubt, in the minds of many influential persons, both commercial and scientific, that the efforts of the adventurers in this project will be rewarded with success, while others regard the question as quite Utopian, and as one which will end in disappointment with the sacrifice of much money. One party is of opinion that the coal measures are at such an extreme depth as to render them perfectly valueless; while another contends that disturbances of Nature have thrown them up in Surrey and Kent to a reasonable distance from surface. Under this latter impression, private persons have commenced operations in these two counties, which is the proper course of proceeding, before the formation of companies, or other associations, for the general carrying out of the plans, in the event of the first experiments being conclusive; but we must regard with some suspicion the proposition of companies to carry on the mere process of boring, and hence the "Portsmouth and London Coal Mining Company" does not appear warranted in the present stage of this important problem.

A letter on this subject, from Mr. G. BARTLETT, of the School of Science, Plymouth, argues that the red clay deposit at Horsham has nothing whatever to do with the new red sandstone of the Midland Counties, and "to whatever depth borings may be carried on, no true local bed (of coal) will ever be found." This writer expresses his conviction very strongly that there is as much chance of finding coal within 30 miles of London, or within four times that distance, as there is of discovering diamonds; but here he is rather too sweeping, both in the fact and the analogy, for coal is undoubtedly in production much within this circle; and we remember when "Bagshot diamonds" were as common as blackberries.

The whole story of metropolitan coal production "has arisen," says Mr. BARTLETT, "from a curious jumbling together of two or three geological facts with the most absurd scientific blundering." "It happens," continues this writer, "that the Highgate London basin bed of lignite, and the newly-worked beds of the same material on the banks of the Rhine, Nassau, Styria, Turkey, Asia, &c., are of the same geological age of formation, but that no such form of coal even as this exists in or beneath the London clays has been long known, or ought to have been known. But it happens that in the county of Hampshire, the Isle of Wight, &c., there are found outstanding patches of this London tertiary deposit, which is connected with, and almost overlies on its eastern borders, a 'formation' of a distinct class, and of an earlier epoch, named the 'Wealden.' It so hap-

pens in this Wealden district, near the town of Horsham, there is found, not a 'red sandstone,' but a red clay, which has been confounded by local geologists and certain city engineers with the 'new red sandstone' of the Midland Counties, Cheshire, Stafford, Lancashire, Worcester, &c."

In opposition to this view of the case, there is the authority of CAMDEN, EVELYN, and AUBREY, for the finding of coal in the metropolitan districts. The latter, in his history of Surrey, gives a minute description of the strata, and states that the Rev. GILES THORNBOROUGH, of Guildford, one of the King's chaplains, who resided at Slyfield Green, near Worplesdon, bored to the depth of 150 feet, when he came upon a bed of coal, "of a hard texture, like that called Cannel coal." That upon this discovery Lord Chancellor HYDE and others put in claims as the "patentees" of all mines in the Forest of Windsor, which led to the abandonment of the further prosecution of the works, although it was subsequently found that Worplesdon was not within the boundary of the Royal Forest. The pit fell in, and nothing but tradition was left to denote the spot. A drawing of the original diggings, but without identification of position, was, however, preserved, and we believe it is in the possession of PRINCE ALBERT. The particular spot to which tradition points, is on land denominated "The Goose Rye Farm." In this neighbourhood tests were commenced in 1852, by a proposed association, called "The West Surrey Collieries Company," but, from want of funds, apparently, were not continued. It was then considered that the outcrop of the coal was of a nature to indicate, with discoveries of iron ore, that the more solid coal would be found lower down. It is on or near this spot that Mr. NEALE has commenced his experiments. The subject, undoubtedly, is one of intense interest, and a mine of wealth will be the result to those who prove, commercially, that this great desideratum to man's use and comfort exists within a limited distance of the metropolis.

In another column will be found a special report of the meeting of the MOUNT CARBON MINING COMPANY. From this it will be seen that the association have obtained an advance from a capitalist of 3750*l.*, in order to discharge their liabilities in America. This sum will again set them free, and enable them to prosecute the workings of the large property they possess with advantage, provided a sufficient capital is raised to meet necessary contingencies. It may be remembered this company was started under favourable auspices, some four years since; it has since been reported upon by Prof. ANSTED, and the value of the property ascertained. Unfortunately, the company fell into the too common error of not in the first place raising sufficient capital, the board was not efficiently concentrated, and hence many of the great mistakes that arose, and placed them in their late difficult position. It would appear that a sum of 10,000*l.* is ample to enable the company to make profitable returns; this we have no doubt the directors will be able to raise. There are now no great expenses to be encountered; there is a good plant, which would have before this afforded profitable results had there been sufficient funds to develop its capabilities. The plan for the reorganisation of the company will be found in another column, and it is not our intention here further to allude to it. Those who are interested can judge for themselves, but we must say that the company have been very fortunate, at so small a sacrifice, to be enabled to preserve their valuable property. It now becomes the duty of all concerned to put their shoulders to the wheel, and once more endeavour to establish the association on a fair and solid basis. In the course of a few months, all the liabilities will be discharged. Past experience, dearly purchased, will teach the directors to avoid the evils which have hitherto impeded the development of the property. According to all received accounts, as soon as all is again in working order returns will be given, and if only ordinary judgment and practical common-sense is exercised, profit must be made. The great evil that has hitherto trammelled the company has been want of funds; let these be provided and properly applied, and there is no question but the Mount Carbon property will justify the expectations of the shareholders, and may yet amply repay them for the comparatively trifling outlay which has been expended upon it.

BAVARIAN MINING STATISTICS:

FOR THE YEAR 1854-1855.

Articles.	Quantities.	Value.	Workmen employed.
RAW PRODUCE:—	Centners.	£	
Iron ore.....	1,404,073	25,457	1128
Coal and peat.....	4,420,351	101,090	2181
Other produce.....	—	18,690	715
MANUFACTURES:—			
Raw and cast-iron of all kinds, including steel.....	597,919	248,945	2359
Wrought-iron of all kinds, including steel.....	439,598	395,881	1012
Other manufactures.....	—	4,292	36
Salt, all kinds.....	985,332	404,794	2849
Total value.....	—	£1,194,158	10280

* The centner = 123½ lbs. avoirdupois.

THE MINING AND INDUSTRIAL INTERESTS OF CORNWALL.

[FROM OUR CORRESPONDENT IN WEST CORNWALL.]

Nov. 26.—The Cornish copper mines, taken as a whole, are increasing in productiveness, as any one may see who will take the trouble to compare the total amount sold at the ticketings since the commencement of the year with the number of tons sold in the same months of 1855. The standard is not so high as in 1855, because a state of war has always the effect of raising the standard; yet it is now at a very good rate, and such as must well remunerate the miners. There was a fall for three or four weeks, which had no justifiable cause so far as the public could see, but, since then, the smelters have been so generous as to recur again to the previous prices, and now even to advance beyond them. The copper ores sold last week at Truro realised considerably per ton above those of similar produce sold in the corresponding week of October. And comparing the sale last week with that of the corresponding week three months ago, when the average produce was the same, we find the following results:—

	Average Standard.	Average Produce.	Price per ton.
Aug. 21 ..	£125 18s.	64 ..	£5 14s. 0d.
Nov. 20 ..	£131 18s.	64 ..	£6 1s. 6d.

The above shows that the produce being the same, the rise of the standard in November made a difference of 7s. 6d. per ton of ore. This is taking the third ticketing in the month, when Devon Consols and the eastern mines sell their ores; and it appears from the above, that Devon Consols shareholders received for the 2060 tons they sold last week, about 770*l.* more than they would have received if they had sold those ores in August. There can be no doubt that the standard is in a very good position at the present time; and that the prospects of a great many of the Cornish mines, both dividend and those in a forward progressive state, were never better than they are at the present time.

But, although this is the acknowledged state of things, business in mining shares continues dull, and the brokers have very seldom had so little to do, as has fallen to their lot during the last week or two. Gentlemen who act as pursers for several mines, say they have no transfers coming in for registry, and on all hands mining shares appear to stand pretty much in a state of stagnation. It must be a really fine improvement which will now attract purchasers. This inactive condition of the share market is attributed, and justly so, to the tightness of the money market, which has restricted speculation on the part of capitalists in London, and prevents tradesmen and commercial men in Cornwall from adventuring, and throws many sellers into the market, who must have money though it is so scarce, and therefore sell even good shares at a sacrifice. It is only the staunch dividend mines which can at present keep up prices; all mines making calls are now subject to depreciation in the prices of shares, however good may be their prospects; and there probably never was a time when capitalists could so cheaply get into good progressive mines, which, in the course of 1857 would, according to present appearances and sales of ore, amply remunerate them for their outlay. With regard, however, to the money market, it is believed that we have now seen the worst of it, and that the scale will soon turn in our favour, and more mining business be transacted as money becomes more plentiful.

There has been some business in Dividend Mines, amongst which West Seton has attracted attention, but shares are difficult to be procured. South Frances, as a first-rate dividend mine, stands at 365*l.*; Wh. Clifford, 580*l.*; North Basset, 35*l.*; West Basset has risen to 33*l.*; Wh. Buller, about 260*l.* East Basset is one of the few progressive mines which keep up a strong price, shares being about 60*l.* Shares have advanced in South Carn Brea, as the mine looks favourable in the bottom of the shaft. In Grambler and

St. Aubyn the shares are from 80*l.* to 90*l.*; if Williams's lode in the 36 should prove good, shares will advance. At South Tolgus account many of the shareholders met with a disappointment; they expected a 2*l.* dividend, but in consequence of some back costs having to be charged the mine was in debt about 180*l.* As the mine is working at a profit, another two months will show a different state of things. Boiling Well continues to look well for further improvements, and the mine is managed by a good practical agent. Old Tolgus United has drawn the attention of some parties in the neighbourhood, the prospects at present being very encouraging. At Wheal Ellen account a call of 15s. per share was made. Wheal Margery will do well as soon as the machinery for winding and crushing is at work. Great Wheal Vor Tin Mine is increasing sales of black tin. Great Hewas is doing better than hitherto; any one going to St. Austell from the west may see signs of activity on the mine, and the stamps busy.

The Great Wheal Busy 85-in. pumping engine went to work on Nov. 17. If these extensive mines are successful, it will be a most important circumstance for the working miners of the district, as well as for the company. It is said that the pumping engine is now reducing the water very fast, much more so than was expected. The Great Consols, in Gwennap, is about to be abandoned. The United and St. Day United companies have continued the workings for some time past at a considerable loss, and the United Mine adventurers will go on no longer. Therefore, at a meeting held last week of the two companies, it was proposed by Mr. William Williams, of Tregulow, on behalf of the United Mines adventurers, and seconded by Mr. Francis Pryor, on behalf of St. Day United Mines, that the machinery and materials of the Consolidated Mines be offered to the lords, and six months' notice be given for vacating the sets. These extensive mines have been the most productive of any in Cornwall. From some statistics published by Mr. Robert Hunt, it appears that, from 1815 to 1854, the Consolidated Mines produced 435,408 tons of copper ore, which sold for 2,845,482*l.*, nearly three millions of money; whilst some of the adjoining mines, now associated under the name of the St. Day United, were also highly productive when formerly worked. The abandonment of the Consolidated Mines, it is believed, will have a disastrous effect upon, at least, a portion of the St. Day United. It is therefore hoped that Great Wheal Busy United Mines, set on foot in the same neighbourhood, will speedily progress, and afford work for the miners who might otherwise be thrown out of employ in Gwennap.

At the Penzance County Court, Mr. J. S. BUZZA, an auctioneer and mine broker, of St. Ives, claimed for Mr. Edward Dunstan, a mine agent at Lelant, the sum of 7*l.* 10s., for commission on the sale of five shares in Providence Mines, at 60*l.* per share. The plaintiff stated that the defendant instructed him to sell the five shares, but that after he had sold them to Captain Anthony, of Lelant, defendant refused to let him have them. The 7*l.* 10s. which he claimed was 2½ per cent. on 300*l.*, the value of the shares. The defendant, on being examined, denied that he ever employed the plaintiff to sell his shares, and judgment was given for the defendant.

Mr. Nesbit, F.G.S., principal of the Agricultural and Chemical College, Kennington, London, has been lecturing to a large assemblage of farmers, at Truro. The lecture was a very able elucidation of some of the principles of the application of science to agriculture, and, in its more practical parts, it treated of farm-yard dung, the application of lime and sand to agriculture, rotations of crops, farm leases, &c.: whilst in the discussion which followed, the lecturer gave his opinions respecting the properties and value of linseed, oil-cake, rape-cake, and other matters. The professor is one of the first authorities of the day on the chemistry of agriculture, and his visit to Cornwall will probably have some effect in quickening the farmers' exertions, so as not to be behind any other part of England in the treatment and cropping of the soil. There has been a good deal of enterprise among the farmers of Cornwall since the introduction of artificial manures, and a large amount of capital is now yearly laid out in guano, superphosphate, &c. Still, there is no doubt much room for improvement and advancement, and for increasing the agricultural produce of the county. At Mr. Nesbit's lecture, at Truro, the chair was taken by Mr. Wiliams, a county magistrate, and one of the partners in the firm of Sims, Wiliams, and Co., copper smelters.

REPORT FROM YORKSHIRE, DERBYSHIRE, AND LANCASHIRE.

[FROM OUR CORRESPONDENT IN CHESTERFIELD.]

Nov. 27.—In the hope that the unprecedented large arrivals of gold during the past week—amounting to no less a sum than 1,570,000*l.*—would afford some relief to the pressure in the money market, a more cheerful feeling has pervaded the trade, though at present we are unable to report any indications of improvement. The general opinion prevalent is, that there will be no improvement until the orders for the spring demand are received. The makers of the best brands of merchant iron are receiving the rates of quarter-day, but some brands of fair qualities have been offered at reduced prices. The demand for pig-iron has improved. The mills and forges are tolerably well employed, and in Derbyshire and Yorkshire we are not aware of any decrease in the number of working owing to the depression in the trade. In Lancashire several of the founders have put their men on short time.

The Coal Trade continues active, and a very large production is now going on in Derbyshire and Yorkshire, the great bulk of which is supplied to the metropolitan and southern markets. The demand for hard coal is less active, owing to the depression in cotton and woollen manufactures. The export trade at Grimsby, from the Yorkshire coal fields, continues to make steady progress.

If we may judge of the reports we have received of the different lines of railway communication to facilitate the transmission of coals from several districts in the Yorkshire coal fields, we should entertain little doubt of the same being successfully carried out. Several of the collieries on the line to Gildersome, Yorkshire, are now immediately connected with the Leeds, Bradford, and Halifax Junction Railway by sidings, thus giving to the coal proprietors and the company a ready means for the transit of coal to those places where its consumption is required. The directors of the wharf are making a convenient wharf or landing at Adwalton, to enable several coal proprietors in that neighbourhood, who cannot connect their works with the railway by sidings, to shoot their coals in the wagons on the railway. The works on the Ardsley branch of the railway are proceeding satisfactorily. A meeting was held on Monday, at Stockton, to receive a deputation of the promoters of the South Durham and Lancashire Union Railway, which is intended to connect the great coal and coke fields of South Durham, the ironstone districts of Cleveland, and the large manufacturing towns and shipping ports of the east coast on the one hand, with the iron fields of Lancashire, Cumberland, and Ireland. Resolutions in support of the scheme were carried and supported by the most influential iron and coal masters in the county of Durham and other places, and the meeting was very numerously attended. The Great Northern have given notice of their intention to apply to Parliament for a bill to enable them to carry out the project for a direct line of railway from Doncaster to Wakefield, with a view to render the coal fields in that part of Yorkshire more easy of access. It seems probable that a line of railway will be made from Rowsley, Derbyshire, to Whalley Bridge, to finish the connecting link between London and Manchester. Should this be accomplished, the route from London to Manchester would be shortened by an hour's travelling, and the mineral interest of Derbyshire would be materially promoted, Bakewell would become an important town as a depot for coals, and the general traffic would be greatly increased.

An accident, the result of negligence, occurred this week to a boy 13 years of age employed at the coal-pit of the Wingerworth Iron Company at Birdholme, near Chesterfield, on Saturday last. The cage had been drawn level with the bridge at the mouth of the pit, and the lad had one foot on, and was about to step upon the cage with the other, when the cage was drawn up by the engine a yard and a half, and the boy was thrown out of the cage and fell to the bottom of the pit and was killed instantly. An inquest was opened on the body on Monday, and adjourned to this day, when it was resumed. The evidence of the banksman, Haslam; the engineer at the works, Robert Currie; the engine drivers, Joseph Hoole and Joseph Shelton; were each heard by the jury. The statement of the engine drivers was that the brake of the engine had got completely out of order and was useless, and that it was impossible, after the steam was shut off, to hold the engine from creeping, and that at the time of the accident the engine had crept until the cage had been raised a yard and a half above the mouth of the pit, and the boy thrown out. Although the machinery was defective the engineman had not complained to his superiors. The jury found a verdict of accidental death; and, at their request, the coroner told the engineer, banksman, and engine tender that none of them had done their duty, and he hoped their conduct would

be laid before the company. Mr. Cooper, the cashier at the works, said he would communicate the wishes of the jury to the company.
A furnaceman, named Matthew Morris, was committed for two months' hard labour on Friday last, for having grossly neglected the ventilation of a coal mine belonging to the Earl of Crawford and Balcarris, at Upholland, Lancashire.
The meeting of the newly-formed mining company took place at Edensor on Wednesday, and we learn that it was decided to work the Calver Sough Mine.

THE IRON AND COAL TRADES OF STAFFORDSHIRE.

[FROM OUR CORRESPONDENT IN WOLVERHAMPTON.]

Nov. 28.—The Iron Trade presents no new feature; orders are slack, many works are not fully in operation, and it is said that others are making for stock. There appears no doubt that a reduction will take place in the price of iron at the next quarter-day, which, indeed, will only be the recognition of the reduction which the great majority of ironmasters have already accepted.

It is often asked how it is, that with so largely augmented an export of iron the trade in this district should be so flat? And it has been insinuated that the depression here exists only in the unfounded grumbling of dissatisfied ironmasters. One or two considerations may help to explain this apparent paradox:—First, that there is an actual depression in South Staffordshire is evident, from the fact that prices are so much reduced. Staffordshire ironmasters are surely not so gloomily disposed as to prefer low to high prices. The highest price of pigs is now 47. per ton; a moderate quality can be had for 34. 10s., and 34. 15s. is about the average. Not many years ago, Scotch pigs were brought into this district, but now they are fully as dear at Glasgow as Staffordshire pigs, after adding one-fourteenth for the difference between long and short weight. Again, the figures I gave last week show how greatly the American demand—so important an element in the trade of South Staffordshire—has fallen off since 1854. These facts must prove to the most obstinate that there is a real depression in the Staffordshire iron trade, so that the two facts co-existing have to be reconciled.

A good deal of the difficulty is got rid of by remembering that the great increase in the export of iron is shown on comparing it with that of 1855, a most depressed year, when failures amongst Staffordshire houses were so frequent that scarcely a week passed away for some time without an addition to the list. If the exports this year be contrasted with 1854, the increase is very slight. The table below shows this contrast for the first nine months of 1854 and 1856 in the chief items of export:—

	1854.	1855.	1854.	1856.
Pig-iron.....Tons	240,368	270,337	£1,067,922	£1,052,755
Bar, bolt, and rod	529,038	542,379	4,899,024	4,809,647
Wrought, all kinds	133,679	210,308	2,464,624	2,812,807
Cast-iron.....	59,182	52,433	£10,931	£13,669

It seems, then, that the iron export trade of the whole kingdom has but little more than recovered the position it had reached in 1854, which very much reduces the increase that a comparison with a year of great depression, like 1855, presents.

But 1854 was a year of great activity in the iron trade, and it may be asked how it happens, that as we have exceeded its exports, though only slightly, the same activity is not now presented by the iron trade in Staffordshire. The natural reply to this is that Staffordshire is only one of the iron-making districts—that enormous quantities are produced in Wales and Scotland; and, not to mention other districts, the iron trade in the north-east of England has, within the last two or three years, received a great impulse, and in order to keep all these growing means of production in full operation a commensurate augmentation in the demand must take place. There can be no doubt that Staffordshire prices have sent orders to other districts, and that these latter have reaped the chief advantages of the recovery of the export trade this year from the depression which paralysed it in 1855. These explanations appear amply sufficient to reconcile what at first sight appears to be conflicting.

The Coal Trade continues active, as might be expected at this season, but prices do not appear likely to advance further at present, which is probably owing to the diminished demand for the inferior sorts for the ironworks.

With respect to the Amended Special Rules, referred to at some length last week, I may say that a strong feeling does exist in this district that the mine agents should not be responsible for the proper working of the mines. Doubtless, as mines are now managed, this responsibility would be somewhat onerous, as a mine agent receives only a trifling allowance for overseeing each mine, and he visits it but once a week. It is, however, impossible not to feel that the proprietors of mines who let the getting of the minerals to the butties, should be responsible for the latter carrying on the mining operations with due regard to the safety of human life. For instance, if a butty be employed who is reckless, or drunken, and knows little of, and cares less for, the precautions which experience has suggested for avoiding accidents, and if his neglect lead to loss of life, ought not those who employ this man to be responsible for the result, as well as the man himself, who is, perhaps, one of the victims of his own ignorance or recklessness. Or if a mine be worked in a notoriously careless manner—if precautions are not taken, and warnings pass unheeded—should not the mine agent discover it, and take steps to secure a better mode of management? How far the responsibility is to reach is matter for careful consideration. It must necessarily be limited, but to start with the idea that it does not exist in any degree, would be to render the Collieries Act nugatory. The advantages of this Act appeared, on Saturday last, at the Lodge Colliery, at West Bromwich. Eight persons were ascending in a skip, when the wrought-iron shaft of the fly-wheel broke. The skip was 270 yards from the bottom, but happily Messrs Davies, the proprietors, had complied with the requirements of the rules and the request of the Inspector, and had had an excellent break fitted to the winding gear, which was at once applied, and the men, instead of being dashed to pieces, were held quite safe in the shaft until they could be otherwise raised. This fact needs no comment.

INDUSTRIAL PROGRESS ON THE CONTINENT.

[FROM OUR PARIS CORRESPONDENT.]

Nov. 26.—The prices of metal continue with but little variation. In Champagne pigs are quoted from 165 frs. to 160 frs., and as there are few or no orders, they may be had at even lower prices. For the second melting, prices are pretty firm at 190 frs., and 180 francs for Nos. 11 and 12. Rolls, not so firm, at 325 frs. to 340 frs., delivered at the nearest railway station, and 335 frs. to 350 francs delivered free in Paris. Forge iron is firmer than any other, at 375 frs. to 380 frs. at the works. In the Lyons market rolls are offered for delivery here at 320 frs., which makes their price there somewhere about 290 frs. In the northern districts rolls have fallen 20 frs., down to 320 frs., and a further fall is expected; for in Paris no higher price than 300 frs. is paid, which, when cost of carriage is deducted, leaves 280 frs. for the price at the works. The proprietors of iron mines are sadly put out at this state of things, for their ores are quite unsaleable. At these prices the iron-founder can only afford to use foreign ores, and, consequently, all the French pigs that are produced now are made from Belgian ores. At Chalons-sur-Saône, first mark iron is quoted at from 535 frs. to 540 frs.; second mark, at from 520 frs. to 525 frs.; common foreign, from Moley, at from 450 frs. to 480 frs.; and Chatillonais iron, at from 430 frs. to 460 frs. Such are the statements from the provinces; but in Paris we are all in a state of doubt and uncertainty. Prices fluctuate, so as to make it almost impossible to give positive prices. The producers have come on to the place to compete with the retail dealers, and undersell them; as the latter bought their stocks some time back at comparatively high prices. Consequently, the retailers ask, and sometimes get, 330 to 335 frs. for northern roll; when, as before stated, they cannot be sold direct from the works at more than 300 francs. The depot here of the Burgundy and Champagne Works keeps up the prices; 350 frs. for coke rolls, and 370 frs. for charcoal rolls; but the regular Paris quotations are, charcoal rolls, 370 frs.; coke ditto, 340 to 350 frs.; English iron, 330 frs.; Champagne forge-iron, 400 francs; Berry iron, 550 frs.; axes, 430 frs. to 440 frs. Machine iron, as it is termed here, has fallen lower than the common material—No. 1, 370; No. 2, 380 frs. Wire is firm at 880 frs., and nail iron at 900 frs. Glasgow pigs and castings keep low, in consequence of the large stocks in hand. Copper is not much asked for; Russian stands at 290 frs. to 295 frs.; Chili, at 260 frs.; sheets, red, 315 frs.; 300 frs. to 305 frs. the yellow. Tin, on the contrary, has risen both in price and demand;—English, 370 frs.; Banca, 365 frs. to 370 frs. Lead is flat; 67 frs. in Paris, and 64 frs. in bond at

Marseilles. Zinc—Silesian, 70 to 71 frs. at Rouen, and 72 frs. in Paris where Vieille Montagne is quoted at 80 frs., and sheets at from 85 to 90 frs.
Messrs. Montgolfier and Bernard, of the Saint-Chamond Iron-Works have recently perfected a method of producing ornamental and other designs in relief in rolled iron, by means of movable dies attached to the roller. How this is effected is not stated, but should the process be worth adopting, there can be no doubt but that means will easily be found for fitting movable dies to laminaires. In a letter addressed by Mr. Richard to the Chamber of Commerce of St. Etienne, it is stated that the iron, when drawn from the fire, is passed through ordinary rollers, until it has acquired the length, width, and thickness, desired; it is then passed through the movable die rollers. An iron chest maker was presented with an ornamental strip, having the places for copper heads reserved; a shipbuilder with a plate base projection to cover cabin steps, and give foothold; and other tradesmen with ornamental pieces of iron for their respective uses. Mr. Richard speaks very enthusiastically of the invention, and of engraving the cylinders—cylindrical dies, I suppose he means—by biting in with acids. He speaks as though the production of ornamental designs by engraved cylinders was a new process. Now, it certainly is not so in England; although, without having seen the process, I am not prepared to say what amount of novelty there may be in the mode in which the movable dies are adapted to the cylinders.

During the last period of the working of the blast-furnace at the "Marienhütte," in Upper Silesia, where brown ironstone is smelted, a remarkably large amount of lead was observed. Thus, when the furnace had been in operation about five years, lead ate through under the hearth sideways about 6 in. below the tapping hole, so that with every tapping of iron, lead was contained in the iron. In consequence of this, a small cavity was formed below the tapping hole after every tapping, in which the lead collected, and which was emptied several times in the 24 hours. The amount of lead increased in such a way that in the last 18 months, 526 cwt. of 2½ to 3 ozs. assay lead was obtained in this manner. After being 7 years in operation, the furnace was blown down. On breaking it up, the pigs which had formed in the channels exhibited not only much lead, but also various aggregations of crystals, some of which were regarded as titaniferous iron from their external appearance. Besides, red crystalline groups were found in the eroded masses. The crystals resembling titaniferous iron which were found in the cavities of the pigs formed partly cubes, which were here and there placed upon each other, like steps; but the greater part of them consisted of acicular crystals grouped in a plumose form. The colour was principally brassy yellow, but passed in particular places into a peculiar glittering blue. They were soft, rather harder than lead, but could be easily cut, forming a cut surface with a leaden lustre. They were strongly attracted by the magnet. Specific gravity—10.560. From several analyses performed by Nauwerk and Worsky these crystals consist of 88.76 lead, and 11.14 iron, corresponding to a compound of 1 atom iron and 2 atoms lead, which from calculation would consist of 88.08 lead and 11.92 iron. Such a compound has hitherto never been observed, and is the more remarkable as lead has very little affinity for iron, so that when the two are fused together, two compounds in strata one above the other are obtained, of which the lower contains very little iron and the upper very little lead. By the reduction of a slag containing lead and iron, Biewend prepared a well-fused, hard, almost entirely brittle, pale steel-grey shining metallic alloy, with a finely granular laminar fracture, containing 96.76 of iron and 3.24 of lead. The formation of this extremely interesting alloy may perhaps be explained by the long action of gaseous lead upon metallic iron. The red crystalline groups are partially surrounded by minium. They form cubes and varieties of cubes, have a glassy lustre, and consist of pure lead, the surface of which is coated with an extraordinarily thin layer of red oxide.

The production of gold in Russia, in the Ural Mines, during the first six months of the present year, is—Crown mines, 73 poods 5 lbs.; private mines, 108 poods 35 lbs., or 187 lbs.; which, I suppose, is equal to 6753½ pounds, and worth about 416,000l., in round numbers.

MINING AND IRONWORKING IN PRUSSIA.—No. I.

[FROM OUR OWN CORRESPONDENT.]

RAPID INCREASE OF THE MINERAL PRODUCTIONS OF PRUSSIA.—It has been well known for some few years that Prussia, with its seventeen millions of inhabitants, possessed a workable coal field of 51 German square miles, equal to about 230 English square miles, the greater part of which was situated in the Rhine province and Westphalia; but from recent discoveries, made by boring, &c., it is calculated that Prussia possesses a coal field equal to at least 200 German square miles, or 900 English square miles (not including brown coal, peat fuel, &c.), the average combined thickness varying from 30 to 240 feet of coal. But even supposing no more to exist than the 51 German square miles, of an average workable thickness of 30 feet, which is below the lowest calculation, the present production, or raising, of coals in Prussia (in 1855 equal to 8,384,261 English tons) could be carried on for about 5000 years; and taken at the more than moderate calculation of 60 feet in thickness, for about 10,000 years. By this calculation, 150 German square miles are not taken into consideration, neither is the difference between the 30 or 60 ft., as calculated, and the known average thickness of 130 ft. of coal.

From 1817 until 1855 the average increase in the production was as six to one, and in the last eight years, or from 1848 to 1855, as four to one; this is in the Rhine province and Westphalia alone. In the whole state of Prussia the increase in one year, from 1854 to 1855, was 19 per cent. in production, and 37 per cent. in value: 1,721,795 English tons of brown coal alone were raised, being an increase of 11 per cent. upon the preceding year.

Besides coal, Prussia also possesses great riches in ironstone of the most valuable description. The new discoveries are enormous, and the development of the mineral fields is rapidly progressing. The make of pig-iron in Prussia in 1855 was about 301,397 English tons, being an increase of 20 per cent. over 1854. The total value of the mineral products in Prussia (raw material at the mine, and not finished nor manufactured) in 1854 was 5,514,361, whilst the increase in 1855 was 1,173,900l., giving for 1855 a total production of 6,688,261l., and the present year, 1856, will show a much further progress.

Again, the total value of the refined and manufactured metals (exclusive of hardware and cutlery), in 1854, was as much as 12,053,826l.; and still Prussia imports about 200,000 English tons of pig-iron annually from Belgium, Great Britain, &c.; and the increase in the make in 1855, as compared with the preceding year, was—in foundry castings, 18 per cent.; in bar iron, 21 per cent.; in sheet-iron, 36 per cent.; in tin-plates, 34 per cent.; in raw steel, 43 per cent.; and, in cast-steel, 58 per cent. It is, therefore, apparent that there is a great field, and every prospect of the greatest encouragement for the further development of her great treasures in coal and ironstone; and the more so from the fact of the immense demand for all descriptions of manufactured iron having already raised the price in Prussia of the cheapest pig-iron to twice that which is paid in the Glasgow market—thus leaving a nett profit of 100 per cent. in favour of the Prussian blast-furnace proprietors, besides greater profits in the manufacture of iron, by much cheaper wages, raw materials, &c. In like manner, the price of charcoal pig-iron, in 1855, was 77 per cent. dearer than it was in 1851; coke pig-iron, 60 per cent., and bar-iron, 62 per cent., dearer.

In 1855, the number of colliers and miners employed in the Prussian mines reached 98,421, against 89,158, in 1854; and, including the men in the forge-mills and salines, the number was as high as 152,679,—no women or boys are employed in these operations. Thirty or more blast furnaces of the largest size, going day and night uninterruptedly for the whole year, would not have covered the amount of pig-iron imported in 1855, not to mention the yearly increasing demand.

England has found in Australia a second California, without mining for gold, but has lost an enormous capital in the endeavour to enforce mining there. Prussia, on the contrary, progresses rapidly, and in a straightforward manner towards becoming a second England, by mining for iron, and there is every prospect of success. May both countries go for ever on their way friendly, and hand-in-hand together, remembering upon every occasion that their men are of the same stamp, type, and (Saxon) race.

THE ASSOCIATION FOR THE PREVENTION OF STEAM-BOILER EXPLOSIONS report that during the present month 226 firms have been visited, 604 boilers inspected, and 46 engines indicated. The following are the principal defects that have been observed:—five boilers dangerous, from corrosion of plates and angle iron; one boiler dangerous, from injury occasioned by deficiency of water; one boiler dangerous, from over-pressure. In four instances, the water gauges were found defective, and in two others, the safety-valves were overweighted.

THE IRON TRADE—ITS STATE AND PROSPECTS.

I am glad to say that the works generally are as well employed as have been for the last month, and although it is impossible for it to be said that the high rate of discounts, and the consequent difficulties to long-dated bills into cash, does not affect the district, still there is tightness observable than may have been expected; not only from a diminished demand, but a reduced price in everything, with the exception of marked iron. Some of the large pig makers are lessening their production, and have also determined to raise less mine.

In North Staffordshire, in a few instances, colliers have been reduced 6d. a-day. In the Monmouthshire district, including the large establishments of Ebbw Vale, Tredegar, Rhymney, Nantyglo, and Beaufort, Ayschan, Blaina, Cwm Celin, &c., notices will be given on the 29th (day) of a reduction of 10 per cent. in wages. Of course, the works of Merthyr will immediately follow; how far this will affect South Staffordshire will be seen in December. We are not, from the peculiarities of this district, likely to have any less orders in consequence of the reduction in Wales (if it is carried out) for the best class of bars, boiler-plate sheets, hoops, or nail-roads. Rails and common bars are the orders which the Welsh will secure if the margin in price is more than ordinarily great. It is not at all likely that anything will be done by the trade, as regards prices, until the preliminary meeting, which takes place the last Thursday of next month. Several considerable orders have been offered by Liverpool houses at the price of next quarter-day, but they have been refused by the manufacturers.—IRONMASTER: Worcester Journal, of this day.

WINDING-UP OF MINING AND JOINT-STOCK COMPANIES.

NORTH TAMAR MINE.—A petition for winding-up the affairs of the mine has just been presented to the Court of Chancery by Mr. R. Offord, of 53, Wigmore-street, Cavendish-square, who, together with Mr. Offord, Mr. J. Bennett, and Mr. H. Luke, agreed with Mr. T. Symonds of Lawhitton, Cornwall, for a license to search for minerals under the estate of Coldastick, near Lantana, and who thereupon proceeded to form a company on May 4, 1855, to be called the "North Tamar Mine," to work the same; the shares to be 4096 in number. Mr. Symonds, by agreement and in consideration of 125l., granted a license to the petitioners to search for minerals for one year, and also a lease of the premises for 21 years. All the shares were subscribed for, the company was carried on, and the mine was worked. Meetings were held from time to time, and a statement of receipts and payments was presented; and at a general meeting of the adventurers on Aug. 7, 1856, it appeared from the accounts that there was a sum of 1103l. due to merchants for supplies and materials furnished to carry on the undertaking. It was resolved that for the purpose of discharging the liabilities a call of 2s. 6d. per share should be made, but the call was not responded to, and a considerable sum remained due in respect of such call. The 4096 shares had been reduced in number to 3096 by forfeiture, and petitioner was owner of 340 of them. Proceedings have been taken in the Court of Stannaries by creditors, and decrees have been obtained by Messrs. Perry and Spear for the supply of machinery. Other creditors threaten to commence actions. The petition, presented by Messrs. Beisly, Pattison, and Wigg, of Lincoln's Inn fields, solicitors, on behalf of the petitioner, is expected to be heard before Vice-Chancellor Kindersley on the first petition day.

BODMIN MINES COMPANY.—A call is about to be made to pay off the liabilities of this company.

MERIONETHSHIRE SLATE AND SLAB COMPANY.—At the last meeting before the Master in Chancery in this matter, Mr. Roxburgh appeared as counsel for the official manager, and Mr. Hetherington for Mr. Rowlands, the original lessee of the mines, who was examining relative to the sale of them to the company, and with reference to retaking possession of them under agreement. The examination having shown that it would not be to the interest of the shareholders in the Merionethshire Company to proceed any further in obtaining back the property, it was thought desirable that any proceedings against Mr. Rowlands should cease. It was then suggested by Messrs. Galsworthy, the solicitors, that a statement, showing the debts to which the company were liable, should be prepared, and a call made on the contributors to discharge them, and so finally wind-up the company's affairs in a few months.

COURT GRANGE SILVER-LEAD MINE.—This was a motion before Vice-Chancellor Sir W. Page Wood for striking the name of De Castro off the list of contributors. He had received shares in the company, first as a deposit for, and then in satisfaction of, a debt due to him from one Perry. One rule in the cost-book of the company stated that the company should be managed by three and not more than five directors, one to retire annually, and no transfer could be made without the sanction of the board. Mr. De Castro had never been a shareholder, since the shares had never been transferred in accordance with the rules, for there were no directors and no board. The Vice-Chancellor in giving judgment in Mr. De Castro's favour, remarked that the money was all gone, and another person had taken possession. They could work no more. They could not increase the capital without special forms. And so the plan was adopted of allowing one of the parties to find money and work the mine. From that time there was no meeting of directors, and in truth from that time there was no company, so far as the public were concerned, under which shares could be sold. The company existed among themselves for the purpose of being wound-up according to their respective equitable rights, but for no other purpose. Perry, therefore, could not have compelled De Castro to take the shares, and De Castro, therefore, was not liable to be on the list of contributors.

CAMERON'S COMPANY.—A meeting has been held in this matter, to consider the bill of costs of Mr. Elderton, the original solicitor to the company, and compromises were made with some of the parties, against whom balance orders for payment of calls were made.

THE WINDING-UP ACT, AND COURT OF STANNARIES.—It is remarkable that, while the provisions of the Winding-up Act give the Court of Chancery complete control over the proceedings of the Stannaries Court of Cornwall in the case of mines, it delegates to it no jurisdiction whatever over the Court of Bankruptcy, or any other court in the kingdom.

JUSTICE ASSURANCE COMPANY.—An official manager is to be appointed to wind-up the company, and creditors are to send in their claims.

UNIVERSAL SALVAGE COMPANY.—Creditors to come in and prove debts.

BRITISH COAL EXPORTS, FOR OCTOBER.—Messrs. W. and H. Laird, of Liverpool, have issued their usual report on the coal exports of the United Kingdom for the month of October. From this report it appears that 111,604 tons were exported to France; 44,885 to Denmark; 11,375 to Norway; 13,357 to Sweden; 4358 to Russia; 43,563 to Prussia; 60,299 to Germany; 26,551 to Holland; 23,564 to Spain; 19,092 to Turkey; 37,354 to North America; 24,997 to South America, &c.; the smallest quantity exported to any one place being 418 tons to Ascension. The total exports of the month were 516,070 tons, against 404,086 tons in October, 1855. The exports from Liverpool during the month were 37,842 tons.

A MONSTER "BLACK DIAMOND."—A most remarkable specimen of the Carbon family, more or less pure, is now to be seen in one of the *cuis de la* dignified by the appellation of a "court," leading out of Throgmorton-street. Its weight is not computed by "carats," but by pounds avoirdupois. If it is not of the "first water," it burns with a brighter flame than any other variety of this family with which we are at present acquainted. It is perfectly smokeless, and the combustion is so complete that it "leaves not a wreck behind." This specimen is a sample of the "Bute Merthyr Smokeless Steam Coal," the produce of the Cwmaberben Colliery, recently opened in the Rhondda Fawr Valley, and taken from the 6-feet seam, at 125 yards from the surface. The block is 4 ft. 8 in. in length, by 2 ft. square, and weighs 14 cwt. 2 qrs. It represents an almost perfect section of the thickness of this particular seam, the third in the order of succession downwards, and one of six known to exist in this coal field. The first cargo of the "Bute Merthyr," in the London market, was sold by Thomas Pope and Co., on Friday, Nov. 19, at the top price of the day, a very unusual circumstance for untried coal, and which at once establishes its character as first-class, as a steam fuel. Samples are now before the Admiralty authorities, for trial at Woolwich and Portsmouth, and there is little doubt that this coal will take rank amongst the most approved steam fuel of the day. This monster "black diamond" reminds us of the story of the fortunate gentleman, who was presented by an Indian Rajah, as a mark of especial favour, with a fine male elephant, richly caparisoned. He did not know what the dickens to do with him! He dared not tell "Chunty" to pack up his trunk, take unlimited leave of absence, or even complete manumission (in one of the pockets), and go and disport himself whithersoever his tastes or his vagrant propensities might lead him, either

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the plain, or into the jungle. Meanwhile, the favoured object of royal patronage was sorely pressed to know how he should provide board and lodging for "Chunty," even if the assagious animal should find his own wash-basin. As the City Police authorities will probably require the "Black and White" to "move on," we suggest that the specimen be presented to the directors of the Crystal Palace, to be therein exhibited amongst the productions of the British Islands.

WEEKLY LIST OF NEW PATENTS.

GRANTS OF PROVISIONAL PROTECTION FOR SIX MONTHS.—G. B. GIBSON, Southampton: Obtaining motive-power by means of water or other fluid. —B. H. CHESTER: Construction of steam-boilers, and in the mode of supporting them on their settings. —T. S. HOLZ, Manchester, and E. KARNHAM and J. ROBERTSON, Rochdale: Certain parts of steam-engines, steam-boilers, and apparatus connected therewith. —J. KIRKMAN, North Britain: Moulding or shaping metals. —E. S. SEAR and J. A. COLLET, Manchester: Locomotive steam-engines. —J. R. B. RUTTER, Birmingham: Metallic tile for roofing or covering buildings. —J. R. B. RUTTER, Birmingham: Railway brake. —H. C. AAR, Chelsea: Railway signal. —C. BROWN, London: Converting iron into steel, and in giving a coating of steel to iron. —A. REID, Sidmouth-street, and C. O'NEIL, Golden-square: Treating metallic surfaces to obtain copper. —J. AITKEN, Islington: Furnaces employed in the manufacture of other metals. —D. J. HOBBS, Mortimer-street: Manufacture of iron. —B. BROWN, Colford: Manufacture of iron. —A. BARCLAY, Kilmarlock: Manufacture of iron. —C. BINKS, London: Manufacture of iron and steel. —J. WORTHINGTON, Manchester: Mode of signalling from the guard to the engine-driver on railway trains. —W. WILSON, West Bromwich: Springs for railway or other carriages. —R. BERTIN, Chelsea: Means of securing the ends of rails for railways. —J. GAY, Glastonbury: Chimney oans. —H. BENNETT, Queen-street-place: Manufacture of iron.

MANUFACTURE OF COKE.—Mr. Antoine Perpigna, of Paris, has provisionally specified an invention for producing locomotive and metallurgical coke, possessing the qualities of hardness and compactness. Coals of different kinds are comminuted and carbonized together, instead of all bituminous being employed. —Dated April 11, 1856.

MR. L. S. MAGNUS, of Adelaide-chambers, London, has completely specified an invention for producing a coke heavier and harder than that now in use, and possessing superior heating power. Pulverized coals of different kinds are employed, instead of all bituminous. —Dated Sept. 1, 1856.

TUBES OF COPPER, AND ITS ALLOYS.—Mr. T. Wilkes, of Birmingham, has patented an invention for manufacturing hollow cylinders or tubes of copper, brass, or other alloys of copper as are, or may be, employed for the purpose of steam manufacture. The invention is thus carried out:—Take thick hollow cylinders of copper or alloy of copper, the said thick hollow cylinders being made by casting or otherwise. Subject the said thick hollow cylinders to the operation of rolls, so as to diminish the diameter of the said hollow cylinders, and thereby convert them into such tubes as are required in commerce. The second part of the invention relates to the method of casting the said hollow cylinders, so as to obtain a section of the curve of which is a portion of a circle less than a semicircle, the tube has an internal support or mandril while being subjected to the action of the rolls, and it is rolled in a series of progressively diminishing grooves of the kind desired until it has been sufficiently elongated and reduced in diameter. The hollow cylinder may be rolled either hot or cold, according to the nature of the metal or alloy of which the said hollow cylinder is composed.

MANUFACTURE OF IRON.—Messrs. Wm. Armitage and Henry Lea, of Hylton Ironworks, Farnley, near Leeds, have invented an improvement in the manufacture of iron. The first part of the invention relates to the manufacture of cast-iron as reduced from its ores, and consists in combining and introducing steam along with the sulphur, phosphorus, carbon, and other impurities contained in iron, and thus purifying the same during the smelting thereof. The second part of the invention relates to the further purification of the iron, smelted as above stated, after it has been run into pigs, and consists in operating upon the pigs in a refinery with steam and cold blast, as above stated, for the purpose of preparing the pigs for the puddling-furnace; it is to be observed that the invention applies especially to the manufacture of iron intended to be rolled into plates for the use of boiler-makers, and great pressure, and for those purposes the invention has been found well adapted, as the iron thus manufactured is free from blisters, is tougher and denser, and in all respects better adapted for the use of boiler-makers than boiler plates as hitherto manufactured.

ILLUMINATING AND VENTILATING MINES.—Mr. A. Longbottom provisionally specified a method of utilising the heat of the underground ventilating furnace for heating the retorts of his improved oil gas apparatus. The resulting gas is employed for illumination in fixed gas burners, which are provided with reflectors and wire-gauze screens, where requisite.

IMPROVED SAFETY LAMPS.—Mons. Moutard, of Dufour's-place, Golden-square, has invented an improved miner's lamp, which promises to remedy many of the defects now so justly complained of, and, if brought into general use, is likely to obviate many of the fearful accidents so frequently occurring. The lamp is about 4 in. in height, and 4 in. in diameter at the base, and is constructed to burn oil. It is made in the form of a conical cylinder; above the basin the light is protected with a glass; inside the gauze there is a chimney. One of the great advantages of this lamp is that after it is closed, should the miners attempt to tamper with it, the light is extinguished; while, owing to the presence of the chimney it is impossible for them to light their pipes, but like wise manufacturers, vessels, and all places where there is danger of fire, as it is so closely guarded that no sparks or flames can escape. We draw the attention of those interested in mining to this useful invention, as it appears to us to supply a desideratum which has long been required. Prof. Faraday, and several other scientific gentlemen, have expressed a favourable opinion of its utility and safety.

UTILIZING WASTE HEAT.—Mr. R. HAZARD, of Thanet-place, Strand, has patented a heat extractor for extracting the heat from the smoke or heated gases in its passage from boilers, stoves, or furnaces to the chimney, and rendering the economic heat available for drying and warming purposes. The heat extractor consists of a number of pipes either iron or any other suitable material, the number and size determined in proportion to the square of the furnace bars and the space to be heated. These pipes are secured at each end to iron plates, with sockets corresponding to the number of pipes, also furnished with cleansing-foot door, conveniently placed for cleansing the interior of the pipes. The extractor is placed in a brick chamber near the boiler, stove, or furnace, and the smoke and heated gases are made to pass through the pipes before entering the chimney. The fresh air is then brought into the bottom of the chamber, becomes warm by coming in contact with the external surface of the pipes, and passes off into the room requiring artificial heat.

PEROXIDE OF MANGANESE.—Messrs. G. Elliott and W. W. Pattinson, of Newcastle-on-Tyne, have patented some improvements in producing peroxide of manganese. The invention consists in acting on mixtures of peroxide and protioxide of manganese by weak acids, which dissolve off the protioxide, leaving the peroxide; and the use of muriatic acid for such purpose is preferred, because in alkali manufacture a considerable quantity of it is produced of little or no value, but they do not confine themselves to the use of muriatic acid only. In order to carry such invention into effect, they adopt, in the first instance, one of the known methods of precipitating a protioxide from the chloride of manganese produced in the manufacture of bleaching powder; but they prefer as the most economical, the use of lime, and convert such protioxide by any of the known methods into a mixture of protioxide and peroxide, but they prefer the exposure of the protioxide with agitation to the action of the atmosphere; but employ a mixture of protioxide and peroxide of manganese, however produced, the invention consisting only in the use of weak acids to dissolve off the protioxide, leaving the peroxide of manganese.

RAILWAY WHEELS.—Mr. P. Heyns, of Poplar, in manufacturing railway wheels, prepares a cast or wrought-iron circular ring, of proper diameter and thickness, for the rim or tyre, having on it a suitable flange. He similarly prepares a cast or wrought-iron nave, of the proper diameter and thickness, having a perforation in the centre for the axle, and the tyre (or nave) being made of cast-iron, it may have, if necessary, wrought iron rim and spokes secured to the outer surface or face. Having now placed the said tyre and nave in their proper relative positions, he fixes on them and to them two wrought-iron or cast-iron discs or plates, one on each side, firmly bolted, screwed, or riveted, circular, and of a diameter equal to that of the tyre or rim. These plates or discs may be either straight or curved, preferably the latter, having their outer faces concave, with a suitable perforation in the centre for the axle to pass through. The wheel may also be made having only one plate; a tyre and nave is then fixed either to the inner or outer surface of the plate, or on both. When the tyre and nave are fixed on both sides of the plate or disc, the wheel may be used with any face outwards; moreover, the tyre and plate, or the plate and nave, may, if necessary, be constructed of one piece.

GALVANIC BATTERIES.—Mr. Victor Doat, of Albi, France, has invented an improved galvanic battery, and method of recovering and reusing the same. His improved galvanic battery is composed of metallic mercury instead of zinc; iodide of potassium instead of acidulated water or sea salt, as used in ordinary batteries. Iodine dissolved in iodide of potassium and placed in a porous vessel containing carbon poles takes the place of nitric acid or sulphate of copper. To recover or revivify the agents, he draws off the saturated liquid after the battery has been at work, and highly-heated by any suitable apparatus, is caused to enter and fill the capsule covered by a receiver the neck of which is then fixed either to the retort, or the action of the battery, and will cause it to condense at the top of the retort. By treating the periodide of mercury thus obtained with caustic baryta, iodide of barium and oxide of mercury will be formed, and by employing heat, the iodine of mercury will be decomposed, and will leave or deposit metallic mercury. On heating the iodide of barium, it will abandon the iodine in presence of the oxygen produced by the decomposition of the oxide of mercury, and will leave caustic baryta.

CLEANING THE TUBULAR FLUES OF STEAM-BOILERS.—Mr. Robert B. Lindsay, of Poplar, has patented an improvement in removing the scale or deposit from the tubular flues of steam-boilers. The invention consists of the use for this purpose of highly-heated air or steam. For this object, atmospheric air (or it may be steam), when highly-heated by any suitable apparatus, is caused to enter and fill the boiler, and in some cases the tubular flues, by which means the scale or deposit will be caused to crack and shell off. It is desirable that the boiler and tubular flues should, at the commencement of the process, be in the cold state. The introduction of the heated air should be as low down in the boiler as may be, to allow the heated air or steam to flow off at any opening at the bottom of the boiler, and from this opening a draft therein, draws the cold air through the tubes and cools them internally. The air is heated in preference by forcing it through a pipe contained in a furnace similar to a cupola furnace, and the heated air then being at the top with the interior of the boiler; or it may be heated by passing it through a series of pipes, and this is the method which should be employed when steam is used, but steam will not (as when using air) require a fan or other blowing apparatus for propelling it through the heating apparatus

and into the steam-boiler which is to be cleaned. The effect of thus introducing heated air or heated steam into a steam-boiler, will be to cause the scale or deposit which is on the tubular flues to crack, and separate from the metal surfaces, and the boiler will then be quickly cleaned; the scale or deposit may then be removed from the interior of the boiler in the usual manner. The scale or deposit separates from the boiler to 30 minutes, and will vary, depending on the nature and extent of the scale. In the case of locomotive-engines, it is advisable to admit a jet of steam to the chimney while the operation is going on, to increase the current of cold air through the tubes.

COATING METALS.—A long series of experiments are being made at the manufactory of Mr. W. T. Henley, telegraph engineer, of St. John-street-road, with a view of thoroughly testing the invention of Prof. Nollet, of Belgium, for coating iron with copper, brass, zinc, &c., which has already been described in our Journal. It will be remembered that this machine was patented by Mr. E. C. Shepard, of Onslow-square, Brompton, and was much used in the endeavour to produce gas from the decomposition of water. The most important trials were made in France under the auspices of Louis Napoleon, and resulted in total failure. For electro-coating, however, it appears likely to succeed; iron hinges, and similar articles, coated with brass, retaining the existing action of the atmosphere fully equal to solid brass. We shall enter more into details in our next Journal.

MAGNETO-ELECTRIC ENGINE.—This machine is entirely different in its nature from the Electro-magnet engine; the latter is operated by a current generated in a battery; this one is driven by another power (mechanical) and generates a current in itself. The permanent magnets and helices, placed near to one another, and revolved in close proximity to their poles. If a piece of insulated copper wire is wrapped spirally around a piece of soft iron, the ends of which are allowed to project beyond the coil, the ends of which are brought near to one another, and if this helix is revolved very close to the poles of a powerful permanent magnet, a current of electricity will be generated and pass along the wires of the coil. This is the simple magneto-electric engine of Saxton. If several helices and magnets are fitted up in a machine, and thus operated, a very powerful current is generated by connecting the several currents of the magnets into one main current. This is the character of Edgely's engine, which he obtained a patent on Aug. 19 last, for some devices in its construction, but Dr. Page is the first person who made such an engine (condensing the currents into one) in 1835. Water can be decomposed by such a current, and electro-plating has been performed by such machines.

CONNECTING RAILWAY CARRIAGES.—Mr. J. Demain, of Markington, has provisionally specified an invention, which consists in an improved mode of connecting railway carriages to each other. It is effected by self-acting catches attached to each carriage, and working into each other, so that when a carriage is pushed against another it will fasten itself, and thereby renders it unnecessary to enter between the carriages when they are required to be fastened. The catch coupling consists of a rod, with a tapered catch at its end, and is fixed into the railway carriage where the ordinary couplings now in use are fixed; this catch is made to meet a similar tapered catch (attached in a similar manner) on the other carriage. The ends of the rod are secured to the carriages by a screw, which enters each other until they reach the end of the taper. The rod of the coupling is then pressed back to its position by a spring action upon it, so that the catch to each enters a socket at the back of the corresponding catch on the other rod. The invention also includes a mode of releasing the catches, when required, by the action of levers operating against the face of the tapered catch.

IMPROVED INDIA-RUBBER TYRES FOR WHEELS.—Mr. W. C. Fuller, of Bucklebury, has recently specified under his letters patent (procured per Mr. Campin, the patent agent) for improvements in constructing and adapting india-rubber as tyres for wheels, which appears likely to effect a great desideratum in large towns, viz., noiseless wheels, which, notwithstanding many laudable attempts, has not hitherto been reduced to successful practice. The following extracts will explain the character of the improvements:—"I employ (says Mr. Fuller) a combination of canvas or other fibrous material, and such a manner as to prevent the displacement or elongation of the material in the direction of its length, and at the same time to preserve a sufficient amount of elasticity on the outer surface. There are different ways in which this is to be accomplished, as hereinafter described. One method is to wind the sheet rubber and canvas, into a continuous length, upon a drum or cylinder, corresponding to the diameter of the wheel, to the extent of three, four, or more thicknesses, commonly called 'plies,' until the required substance is obtained; and the material, when vulcanized, is cut into convenient widths, to suit the width of the wheel. In some cases the last coat or layer of india-rubber may be thicker than the rest, so as to secure a greater amount of elasticity on the surface. I prefer to use a layer of the material, the combined canvas and india-rubber, round the surface of the wheel itself, the material being previously cut into strips or tyres of the proper width, and in this state submitted to the process of vulcanization. The advantage of this mode (which is chiefly applicable to wheels of brass, iron, or other metal) is that the material in process of curing or vulcanization adheres and becomes firmly attached to the iron or other metal, and requires no other fixing. I also use projecting rims on each side of the felloe of the wheel, provided in the casting; or such projecting rims may be made in the direction of their length, and therefore, less liable to become displaced in use. The different modes of fixing by said projecting rims or flanges and screws or fasteners in combination with india-rubber and canvas tyres. The mode of fixing india-rubber tyres by vulcanizing on to the wheel itself as hereinafter described. The heads of such screws or nails (which should be what are generally termed 'cheese-heads') being sunk below the surface of the india-rubber, and taking their hold on the canvas. This method of fixing may sometimes be convenient for repairs and for adapting a continuous length of the tyre to different sized wheels, the two ends in such cases being neatly spliced; and where the tyre is used in this manner it may be made in the same way as the ordinary machine belting." Mr. Fuller also states that this invention is adapted for wheels for obtaining mechanical motion. "The adaptation of the india-rubber tyre (he says) will, I consider, be a sufficient substitute in many cases for teeth or cogs, especially where driving at high speeds. The elastomaterial, herein named is commonly known as vulcanized india-rubber, and, therefore, I have employed that term to include any combination of caoutchouc or elastic gum which will answer the same purpose." Claims:—1. The particular method or method of making the tyre of india-rubber and canvas combined, so as to be non-slipping in the direction of their length, and therefore, less liable to become displaced in use. 2. The different modes of fixing by said projecting rims or flanges and screws or fasteners in combination with india-rubber and canvas tyres. 3. The mode of fixing india-rubber tyres by vulcanizing on to the wheel itself as hereinafter described.

RATE OF INTEREST PAID BY RAILWAY STOCK.—The following statement shows the rates of interest per cent. per annum yielded by ordinary railway stocks at present prices. The calculation is based on the dividends paid for the half-year ending June 30, 1856, and for the year ending with the same date:—

Railways.	Last half year.	Last year.
Bristol and Exeter.....	24 17 9/4	24 17 9/4
Birkenhead, Lancas., and Chesh. (27 1/2 sh.)	3 19 8/4	3 15 3
Caledonian.....	1 14 5/4	2 11 8/4
Dublin and Belfast.....	5 4 7/4	5 4 7/4
Eastern Counties.....	2 4 5/4	3 12 2/4
East London and York.....	4 11 1/4	4 11 1/4
Edinburgh and Glasgow.....	3 12 8/4	3 12 8/4
Glasgow and South-Western.....	4 6 11/4	4 6 11/4
Great Northern.....	3 16 1	3 15 3
Great Southern and Western (Ireland).....	5 4 2/4	5 15 7/4
Great Western.....	3 15 1	3 15 1
Kendal and Windermere.....	3 8 6/4	4 11 5/4
Lancaster and Carlisle.....	4 19 3/4	5 1 0/4
Lancaster and Preston.....	5 8 10/4	5 11 7/4
Lancashire and Yorkshire.....	4 8 1/4	5 12 1/4
London, Brighton, and South Coast.....	4 13 5/4	5 0 11/4
London and North-Western.....	4 15 8/4	4 15 1
London and South-Western.....	5 4 9/4	5 5 11/4
Midland Great Western.....	4 16 1/4	4 16 1/4
Midland Stock.....	4 19 4/4	4 16 3/4
Midland, Birmingham, and Derby.....	5 2 11/4	4 18 0/4
North-Eastern Berwick Stock.....	4 16 4/4	5 2 4/4
North-Eastern York Stock.....	5 2 1	5 9 4/4
North Staffordshire.....	5 2 1	5 9 4/4
Scottish Central.....	4 16 1/4	4 16 1/4
Scottish Midland.....	4 9 5/4	4 9 8/4
South-Eastern.....	4 8 4/4	5 4 7/4

RAILWAY TRAFFIC.—The Traffic Returns of the Railways in the United Kingdom for week ending Nov. 22, amounted to 412,648, and for corresponding period of last year to 395,271, showing an increase of 17,377. The gross receipts of the eight railways having their termini in the metropolis amounted for the week ending as above to 173,138; and for the corresponding week of last year to 168,085, showing an increase of 5053. The increase on the Eastern Counties amounted to 935; on the Great Western to 2154; on the London and North-Western to 702; on the London and Blackwall to 161; on the London, Brighton, and South Coast to 1483; on the London and South-Western to 664; and on the South-Eastern to 868; total 6967. But from this must be deducted 1914, the decrease on the Great Northern, leaving the increase, 5053. The receipts of the other lines in the United Kingdom amounted to 239,510, and for the corresponding period of 1855 to 227,186; showing an increase of 12,324, in the receipts of these lines, which added to the increase on the metropolitan lines, makes the total increase 17,377, as compared with the corresponding period of 1855.

RAILWAY CALLS.—The amount falling due in Dec. is 1,481,152. The total calls for the present year are thus raised to 12,738,978, against 15,758,321, in 1855, and 13,171,642, in 1854.

A direct London and Sydenham Railway, with a terminus at Hungerford Market, is among the new undertakings. The promoters intend to alter or strengthen the present suspension-bridge for railway traffic, and either to turn their railway direct to the Crystal Palace, or to effect a junction with the South-Western Railway near their Waterloo Station, and to make use of that railway as far as Vauxhall. In the latter event, the railway will diverge from Vauxhall Bridge to the Crystal Palace. No doubt a terminus at Hungerford Cross would be an immense advantage to the Crystal Palace undertaking; but Vauxhall Bridge seems, on many accounts, preferable to Hungerford. Considerable expense must be incurred in adapting that bridge to railway traffic, and the South-Western Railway, is already so overburdened with traffic that it is necessary to take powers to widen the main line upon that portion which the new company propose to run over. To this scheme great objections are likely to be made, and it is doubtful whether it will find favour before a parliamentary committee. The West End of London and Crystal Palace Railway Company are not insensitive to the opposition threatened by the Hungerford Market scheme, and intend to go to Parliament for powers to sell or lease their line to the Brighton Company, and to extend the time for the completion of their unfinished works. Negotiations have been in progress for a settlement of the difference between the West End Railway, and the South-Western Railway, and their new bill will enable them to use the stations and rails of the latter company if the two boards of directors can come to terms.

The Copiapo and Caldera Railway have announced a quarterly dividend at the rate of 18 per cent. per annum.

The directors of the Dom Pedro II. Railway (about 160 miles) in Brazil, invite proposals for the construction of the second section of the line, which begins at Belem, and extends across the mountains, about 20 1/2 English miles. It is said the railway company have command of an ample capital, about 4,000,000.

The example of the Great Western Railway Company's hotel, with its dividend of 10 per cent., has given a stimulus to joint-stock hotels. A new "City of London Hotel" is proposed to be erected on a magnificent scale. The promoters intend to apply to Parliament for power to pull down a dozen courts and alleys between the Bank and Finsbury Circus, and to build thereon a vast hotel, with a frontage on the east side of Moorgate-street. The scheme comprehends, not only an hotel, but also arcades, shops to be let off, warehouses, cellars, and offices. The company is to be called the "City of London Hotel and Building Company;" and the scheme has excited great commotion in the parishes of Allhallows-on-the-wall and St. Stephen's, Coleman-street, in which the property proposed to be compulsorily bought and pulled down is situated.

The Master in Chancery, charged with winding-up the Great Western of Bengal Railway Company, has decided that the transfers of shares or scrip in this company are illegal and void.

The Master of the Rolls, who is charged with winding-up the Norwich Yarn Company, proposes on Dec. 18 to make a call of 90 per cent. on all the contributors.

With this week's MINING JOURNAL we give a SUPPLEMENTAL SHEET, which contains—Roberts's Brick-Making Machine; Manufacture of Saltpetre; the Slate Trade—No. II.; Bessemer's Malleable Iron; Manufacture of Malleable Iron Direct from the Ore; Stannaries of Cornwall and Devon; Cornish Steam-Engines; the Colonial Gold Mining Company and Gold Quartz Mining; Australian Railways; Our Globe, and the Geologists; Special Rules for South Staffordshire District (Revised); New Fort Bowen Apologists; Mining in America—Carroll County, Virginia; Iron Metallurgy; Rails of Railways; Strengthening and Preserving Wood and Timber; Ventilation of Collieries; Motive Power; the New Joint-Stock Act—its Application to Existing Companies; the Metal Trades; New Silvering Solution; Smoke-burning, &c.

Received.—Capt. John Seymour—Censor—Old Miner—Young Adventurer.

IN THE COURT OF THE VICE-WARDEN OF THE STANNARIES.

STANNARIES OF CORNWALL.

RICHARDS v. WHITMORE AND BURLS THE YOUNGER.

(Assignees of Thomas Watson, bankrupt.)

IN RE WEST TRETHELLAN MINE.

NOTICE IS HEREBY GIVEN, that, pursuant to an ORDER, or DECREE, made in the above-mentioned Cause, and bearing date the 20th of November instant, a PUBLIC AUCTION will be HOLDEN at the Registrar's Office, Truro, on Wednesday, the 10th of December next, at One o'clock in the afternoon, for SELLING ONE AND A HALF (96th of 105 120th) PARTS, or SHARES, and THREE AND THREE-QUARTERS (120th) PARTS, or SHARES, and 1-4th of ONE (120th) PART, or SHARE, of the Defendants, as such assignees of the said Thomas Watson as aforesaid, of and in the said MINE, and of and in the ORES, HALVANS, ENGINES, MACHINERY, and OTHER EFFECTS upon and belonging to the said MINE. For further information, application may be made to Mr. S. T. G. DOWNING, solicitor, Redruth; or to Messrs. HOPKIN and HOCKIN, Solicitors, Truro. Dated Registrar's Office, Truro, Nov. 26, 1856.

IN THE COURT OF THE VICE-WARDEN OF THE STANNARIES.

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SOUTH WHEAL MARGARET, LUDGVAN.

TWO CAPITALISTS AND OTHERS.—WANTED, A PARTNER, or PARTNERS, who can command \$5000, to SUCCEED those who are retiring from the BUSINESS in a FORGE, suitable for either the STEEL or BAR-IRON TRADE, and capable of rolling 150 tons weekly. The forge is replete with everything necessary for carrying on the business, and admirably situated close to the railway and canal. Parties who can assist in carrying on the business would be preferred.—Application to be made, by letter, to "Ironmaster," Mining Journal office, 26, Fleet-street, London. Reference to be made to Messrs. KEAY and SHEPARD, solicitors, Stoke-upon-Trent.

AUSTRALIA, CALIFORNIA, AND SOUTH AMERICA.—TO MINE COMPANIES.—The ADVERTISER, being wishful of proceeding to either of the above places, OFFERS HIMSELF as CHIEF or UNDER AGENT, as OVERLOOKER, or as CLERK. He has a perfect knowledge of mining and the keeping of mine accounts; could map and plan, if required; and would make himself generally useful. Salary not so much of an object as an immediate engagement. The highest references given on application to "Traubador," Mining Journal office, 26, Fleet-street, London.

WANTED, FROM FIFTY TO ONE HUNDRED CHILDREN COAL WAGONS, either to PURCHASE, or RENT for a term to be agreed upon.—Proposals will be received by the Messrs. TAYLORSON, Colliery Office, Kirkcaldy, Fife, Cumberland.

WANTED, AN AGENCY FOR THE SALE OF TIN-PLATES AND WELSH BARS. If a stock of the former were kept here, a liberal advance in cash would be made upon the same.—Apply to J. H. BARBER and Co., metal agents, 18, Dale-street, Liverpool.

COMMERCIAL BANK OF LONDON.—The Directors hereby give notice, that a GENERAL MEETING of the shareholders will be HELD at the Banking-house of the Company in Lombury on Tuesday, the 16th December next, at One o'clock precisely, to elect a director in the room of Edward Greenford, Esq.; and that Herbert Taylor, Esq. (of the firm of David Taylor and Sons, Mark-lane), who is a duly qualified proprietor, has announced his intention of offering himself as a candidate for the vacant seat.

By order of the Board,
A. R. CUTBILL, Manager,
Lombury, and 6, Henrietta-street, Covent Garden, Nov. 22, 1856.

IRISH PEAT COMPANY.—Notice is hereby given, that the ADJOURNED ANNUAL GENERAL MEETING of this corporation will be HELD at the office of the company on Thursday, the 11th of December, at One o'clock precisely.

By order of the Board, WM. JEBSON, Secy.
10, Old Jewry Chambers, Nov. 29, 1856.

ST. JOHN DEL REY MINING COMPANY.—Notice is hereby given, that the TWENTY-NINTH HALF-YEARLY DIVIDEND, being ONE POUND per share (less income-tax) on the shares of this company, will be payable at this office on Thursday, the 15th day of January next, and every succeeding day (Saturdays excepted), between the hours of Ten and Four.

Forms for claiming the dividend may be obtained at the company's office on and after the 1st January, and must be left with the coupons three clear days for examination previous to payment.

JOHN HOCKIN, Managing Director,
8, Tokenhouse-yard, Nov. 21, 1856.

NOUVELLE MONTAGNE COMPANY.—The SECOND PART of the DIVIDEND for the year 1855, amounting to FORTY FRANCS per share, will be PAID after the 31st of December next, on presentation of the Coupon No. 4 at the following places:—

Verrières..... At the offices of the company.
London..... Messrs. C. Devaux and Co.
Paris..... Messrs. Rougemont de Lowenberg.
Brussels..... Messrs. J. F. Mathieu et Fils.
Lille..... Messrs. Nagelemaekers et Fils.
After the 1st January next, the INTEREST on the BONDS of the said company, for the second half-year of 1856, will also be PAYABLE at the above places.

Verrières, Nov. 20, 1856. Le Directeur de la Société, VICTOR SIMON.

COPIAPO AND CALDERA RAILWAY.—Notice is hereby given, that the QUARTERLY DIVIDEND, declared 3d October last, of FOUR AND A HALF PER CENT. (being at the rate of 18 per cent. per annum), will be PAYABLE at the banking-house of Messrs. Williams, Deacon, and Co., to the holders of such shares as are registered in London. The forms for claiming the dividend may be obtained at the office of the Copiapo Mining Company, 2, New Broad-street, London, Nov. 26, 1856.

COPIAPO MINING COMPANY.—Notice is hereby given, that the ANNUAL MEETING of the shareholders of this company will be HELD at the offices, 2, New Broad-street, on Tuesday, the 9th December next, at Two o'clock precisely.

By order of the Board, EDWARD J. COLE, Secy.
London, Nov. 11, 1856.

ROYAL SANTIAGO MINING COMPANY.—The Directors hereby give notice, that the THIRTY DAYS' GRACE for the PAYMENT of the CALL, due on the 3d November, EXPIRES on the 3d December next; and that all shares upon which the call is not then paid will be absolutely forfeited.

35, Broad-street-buildings, Nov. 12, 1856.

LIBERTY MINING COMPANY.—A SPECIAL GENERAL MEETING of the shareholders will be HELD at the company's offices, No. 62, Moorgate-street, on Friday, the 5th December, at Three o'clock precisely, to receive the Directors' report on the result of the steps taken for raising funds for preserving the property of the shareholders. All shareholders are earnestly requested to attend.

Nov. 28, 1856. By order of the Board, H. H. ROOD, Secy.

THE COLONIAL GOLD COMPANY.—Incorporated by Royal Charter. Notice is hereby given, that an EXTRAORDINARY GENERAL MEETING of the proprietors in the above incorporated company will be HELD at the London Tavern, Bishopsgate-street, London, on Wednesday, the 10th day of December, 1856, at Two o'clock precisely, to consider whether this company shall be dissolved.

By order of the Board, W. A. HART, Secy.
5, Queen-street-place, Upper Thames-street, London, Nov. 26, 1856.

TREVALGA SLATE COMPANY.—Notice is hereby given, that a SPECIAL GENERAL MEETING of the shareholders of the Trevalga Slate Company will be HELD at the offices of the company, No. 4, Lombury, London, on Tuesday, the 2d December next, at Twelve o'clock precisely, for the following purposes:—To dissolve the company, and to authorise the formation of a new company, under the provisions of the Joint-Stock Companies Act, 1856, with limited liability.

4, Lombury, Nov. 21, 1856. By order, J. W. SMITH, Secy.

THE LITTLE DOWN AND EBBER ROCKS MINERAL MINE COMPANY (LIMITED). Capital £50,000, in 10,000 shares of £5 each. Prospectuses, forms of application for shares, and every information, obtainable at the company's offices, 44, Leicester-square, London.

WEST END MINE AND QUARRY OFFICES, 5, WATERLOO PLACE, FILL MALL.

MESSRS. BRUNTON AND CO., ENGINEERS AND MINERAL SURVEYORS, undertake the MANAGEMENT and WORKING OF MINES, QUARRIES, &c., and CONDUCT THE LONDON AGENCY of ALL MINERAL PROPERTIES in their offices with system, economy, and regularity.

Messrs. Brunton and Co. beg to inform proprietors of mines, &c., that the business of these properties is carried on in their office upon the following principles, viz.:—

Accounts systematically and closely made up.
Statements in detail, and clear summaries of finance and expenditure.
Entire and impartial openness of books, reports, and documents, to all shareholders, for perusal or extract.
Immediate communication of any important occurrence to the shareholders.
MINERAL PROPERTIES SURVEYED, and ESTIMATES OF MACHINERY, PLANT, and COSTS OF WORKING FURNISHED.

NOTICE OF REMOVAL OF OFFICES.—The BUSINESS of the following MINE will in future be CONDUCTED at 8, 9, and 10, GRESHAM HOUSE, or 25, OLD BROAD STREET, LONDON, instead of 4, Austinians, as heretofore:—

Old Tolgus United..... South Gornall.
Buller and Basset United..... South Buller and West Penwithal.
Buller and Basset United..... Carnarvon.

The present is a remarkable epoch in the history of mining adventure. The mistrust not only engendered, but openly expressed, in joint-stock banks, and other joint-stock companies, consequent upon the failure of the Royal British Bank, has given a great impetus to British mines, which are conducted upon the Cost-book System.—meetings are held bi-monthly or quarterly, and the shareholders themselves examine and pass the accounts of pursers and managers, which not only afford frequent opportunities of testing their accuracy, and gaining correct data relative to the true prospects of the future, but also demonstrate forcibly the advantages and security held out to capitalists over other descriptions of property, especially joint-stock, wherein shareholders seldom possess or exercise any control over the affairs of the associations in which they have embarked their money.

The annual dividends paid by the following companies, amounting to 15, 17½, and even 20 per cent. per annum, render the present an advantageous opportunity for investment:—

Basset..... Buller.
Providence..... Great Work.
Mary Ann..... Killy.
North Basset..... West Basset.
Rosebank..... Ding Dong.
South Caradon..... Botallack.
Deron Great Consols..... Carnarvon.

And many others. Whilst the undermentioned progressive mines are likely soon materially to advance in current value, without the corresponding risk attached to speculative property in general:—

Margery..... South Ellen.
Great South Tolgus..... Great Alfred.
Old Tolgus United..... Great Stray Park.
Buller and Basset United..... West Gornall.
Carnarvon..... South Gornall.
South Gornall..... St. Day United.
So. Bull. & W. Penwithal..... Pender.
A weekly list of prices forwarded post upon receipt of 10s. 6d. annually.

Shares bought and sold on commission of 2½ per cent.
Plans and sections, together with practical reports, furnished from approved agents.
All business negotiated promptly, and cash payments made as soon as validity of transfer is ascertained.

B. TREDINICK, Broker and General Dealer.

In the Court of Vice-Wardens of the Stannaries.—Stannaries of Cornwall.
PEARCE AND OTHERS v. ONSLAW.
IN RE WHEAL REETH MINE.

NOTICE IS HEREBY GIVEN, that, pursuant to an ORDER, or DECREE, made in the above-mentioned Cause, and bearing date the 29th day of September last, a PUBLIC AUCTION will be HELD at the Registrar's Office, Truro, on Wednesday, the 10th day of December next, at Twelve o'clock at noon, for SELLING ONE (24th) PART, or SHARE, of the above-named Defendant, of and in the said MINE, and of and in the ORES, HALVANS, ENGINES, MACHINERY, and OTHER EFFECTS, upon and belonging to the said MINE.

For further information, application may be made to Messrs. RODD, DARRK, and CONNELL, solicitors, Penzance; or to Messrs. HODGE and HOCKIN, solicitors, Truro. Dated Registrar's Office, Truro, Nov. 26, 1856.

In the Court of Vice-Wardens of the Stannaries.—Stannaries of Cornwall.
RICHARDS v. JENKIN.
IN RE LELANT CONSOLS MINE.

NOTICE IS HEREBY GIVEN, that, pursuant to an ORDER, or DECREE, made in the above-mentioned Cause, and bearing date the 18th day of August last, a PUBLIC AUCTION will be HELD at the Registrar's Office, Truro, on Wednesday, the 10th day of December next, at Twelve o'clock at noon, for SELLING SIXTEEN (1024th) PARTS, or SHARES, of the above-named Defendant, of and in the said MINE, or as many of the said several shares as may be necessary to satisfy the said Order, or Decree, and of and in the ORES, HALVANS, ENGINES, MACHINERY, and OTHER EFFECTS, upon and belonging to the said MINE.

For further information, application may be made to Messrs. RODD, DARRK, and CONNELL, solicitors, Penzance; or to Messrs. HODGE and HOCKIN, solicitors, Truro. Dated Registrar's Office, Truro, Nov. 26, 1856.

In the Court of Vice-Wardens of the Stannaries.—Stannaries of Cornwall.
PEARCE v. MICHELL AND OTHERS.
IN RE BOSWEDNAN AND WHEAL CASTLE MINE.

NOTICE IS HEREBY GIVEN, that, pursuant to an ORDER, or DECREE, made in the above-mentioned Cause, and bearing date the 4th day of October last, a PUBLIC AUCTION will be HELD at the Registrar's Office, Truro, on Wednesday, the 10th day of December next, at Twelve o'clock at noon, for SELLING TWO (124th) PARTS, or SHARES, of the Defendant E. C. Strode; and TWO (124th) PARTS, or SHARES, of the Defendant Jane Tonkin; and of and in the said MINE, and of and in the ORES, HALVANS, ENGINES, MACHINERY, and OTHER EFFECTS, upon and belonging to the said MINE.

For further information, application may be made to Messrs. RODD, DARRK, and CONNELL, solicitors, Penzance; or to Messrs. HODGE and HOCKIN, solicitors, Truro. Dated Registrar's Office, Truro, Nov. 26, 1856.

MINE MATERIALS, TIN AND TINSTUFF, WATER STAMPS, &c.

MR. J. BURGESS is instructed to SELL, BY AUCTION, on Monday and Tuesday, the 1st and 2d December, at Ten o'clock in the forenoon, precisely each day, at GREAT BEAM MINE, in the parishes of Rouse and St. Austell, the following valuable MINE MATERIALS:—viz., One 30 in. PUMPING ENGINE, 9½ ft. stroke, two boilers 23 tons; one 30 in. stamping engine, 24 heads, fly-wheel, and boiler about 9 tons.

1 36 ft. water-wheel, 2 ft. breast, with winding gear, complete.
1 capstan and shears.
1 balance-bob.
1 12 in. capstan-rope, 120 fms. long.
15 fms. 9 in. pumps.
30 fms. 12 in. pumps.
7 fms. 20 in. pumps.
7 fms. 6 in. pumps.
7 working-barrels, different sizes.
10, 12, 13, and 20 in. poles, stuffing-box and glands.
Windbores, different sizes.
H and top doorpieces, to fit the various several fathoms Melmel rods. (Lifts.)
50 fms. tramroad iron.
Iron tram wagons.
3 horse-whims.
3 water-wheels, 2 ft. breast, six heads stamps attached to each.
2 miners' dries, 3 ft. diam., 30 and 40 ft.
400 lots new and old timber. (long.)
30 pairs rod plates, different sizes.
Several wood sheds and houses, all of the best quality.

The whole of the TIN HALVANS and TIN on the mine, the both of which are said to be of very great value, thereby presenting to purchasers an investment of a valuable character. Also, a large quantity of other materials, full particulars of which will appear in catalogues.

The auctioneer can highly recommend the engines, being erected by Mr. Wm. West, St. Austell, whose fame is well known for machinery. Refreshments on the mine previous to commencing the sale; and the sale will close each day in time to leave by the mail or Magnet coaches, which pass close by the mine.

For further particulars, apply to Mr. F. W. POPPLEWELL, on the mine; or to the auctioneer.—Dated Burmooose, Redruth, Nov. 12, 1856.

VALUABLE COLLIERY AND FREEHOLD PROPERTY IN THE COUNTY OF DURHAM FOR SALE.

MR. CHARLES BROUGHTON WILL SELL, BY AUCTION, at the Crown and Thistle Inn, Great Market, Newcastle-upon-Tyne, on Saturday, the 6th December, 1856, at One for Two o'clock precisely (unless previously disposed of by private contract, of which due notice will be given), the following valuable property:—viz., All that valuable COLLIERY called SACRISTON COLLIERY, held under lease from the Dean and Chapter of Durham, having facilities for the shipment of coals at the Pontop Pools, South Shields, and the Monkwearmouth and Sunderland Docks. The royalty consists of 330 acres. The pits are sunk to the Five Quarter and Main Coal seams, of which there are unwrought about 170 acres. The Low Main and Hutton seams are not yet sunk, but may be won with a very moderate outlay.

Lot 2. All that FREEHOLD PIECE OF GROUND, containing 1½ a. 16 r., or thereabouts, on which 72 cottages, overman's house, office, and public-house, have been erected, situated at East Eimond, and near the above colliery, and being within an easy travelling distance for workmen several adjoining cottages. This lot is let on lease for 21 years, and produces an aggregate annual rental of £315.

Further particulars may be obtained of Mr. WILLIAM H. BELL, colliery viewler, Sacriston Colliery; and of the auctioneer, Blackett-street, or of Mr. JOHN RIDLEY, solicitor, 63, Westgate-street, Newcastle-upon-Tyne.

Newcastle-upon-Tyne, Nov. 6, 1856.

STEAM-ENGINE AND MINING MATERIALS FOR SALE.

MR. PETER HAMBLAY WILL SELL, BY AUCTION, at WHEAL LANGFORD, near Callington, on Monday, the 8th of December, 1856, an excellent 14 in. cylinder STEAM-ENGINE, nearly new, 8 ft. stroke, equal beam with two boilers 21 tons, first pin of main rod, balance-bob, crab wheel, wood work of the house; a 10½ in. cylinder rotary engine, with crusher and stamps axle for six heads.

Capstan, shears, and capstan-rope (9 in.).
2 horse-whims, with chain, rope, kibbles, and shaft tackle.
20 fms. 14 in. plunger-lift, complete.
7 fms. 13½ in. drawing-lift, complete.
8 fms. 8 in. drawing-lift, complete.
21 in. drawing-lift, each 10 fms.
10 fms. 12 in. and 10 fms. 10 in. rods, with rod plates and pins; 10 fms. 2½ in. round iron rods; an angle carriage for breaking underlie in the shaft; pair of 11 in. yokes; 70 fms. ladders; smiths' bellows and anvil; swage anvil; screw stock, with taps and plates; vice; smiths' and miners' tools; scales and weights; several lots of timber and iron.

The above engines and other materials are well worthy the attention of purchasers, a great part being new. The sale to commence at Eleven o'clock precisely.

For further particulars, apply to the pursuer of the mine, Mr. E. A. CROUCH, Liskeard; to Capt. W. A. C. CLEVER, or to Capt. KNOTT, on the mine.

Dated Nov. 23, 1856.

TO CAPITALISTS, PUBLIC COMPANIES, COAL MERCHANTS, AND OTHERS.

MR. HENRY BRUTON WILL SELL, BY AUCTION, at the Bell Hotel, Gloucester, on Thursday, the 18th day of December, 1856, at One for Two o'clock precisely, in the following lots, the undermentioned valuable COAL FIELDS and OTHER PROPERTY, in the Forest of Dean, and at Lydney and Newland, in the county of Gloucester:—

Lot 1.—A FREEHOLD COTTAGE and STABLE, with about 3 acres of garden and orchard ground, situate at Whitcroft, in the parish of Newland, near to the Severn and Wye Railway, and the coal and ironworks at Park End, now in the occupation of Mr. William Crockett.

Lot 2.—A valuable FREEHOLD FARM, known as Milkwall Farm, containing 31 a. 3 r., or thereabouts, of excellent arable and meadow land, situate near the market town of Coleford, and in the township of West Dean, and parish of Newland, with farm house and convenient outbuildings, together with six cottages, with gardens and other conveniences, now in the occupation of Mr. Wm. Blanch and others.

Lot 3.—The valuable LEASE (of which 19½ years are unexpired at Michaelmas, 1856) of the NORCHARD and KIDNALL COLLIERIES, now in full work, situated on the Severn and Wye Railway, and only 1½ miles from the Port of Lydney, raising large quantities of the Kidnall and Norchard coals, celebrated for domestic purposes, steam-engines, and gas works. These collieries are principally worked by levels in the several veins—Kidnall (or Yorkley), Whittington, Norchard (or Coleford High Delf), and the Trenchard; about 300 acres of the three lower veins are unopened. The collieries have a free shipping wharf at Lydney Basin, and are charged only one-sixth part of the highest rate of tonnage chargeable by the Severn and Wye Railway Company on the Forest coal. The plant and stock are to be taken by the purchaser at a valuation.

Lot 4.—A FREEHOLD MANSION HOUSE, with lawn and large garden, known as Althorpe House, situate at Lydney, in the county of Gloucester, now in the occupation of Mr. David Davies. Lydney is distant by railway from Gloucester about 19 miles, from Chepstow about 8 miles, and is within an easy distance of the Forest of Dean.

Lot 5.—ALL those several FREESTONE QUARRIES, situate in the Forest of Dean, as awarded and set out by the Dean Forest Mining Commissioners—viz., Nos. 53, 63, and 133, in Dark Hill Valley; No. 126, near Park End Toll-bar; and No. 158, in Howler's Slide Valley; subject to the terms of the said award, and the Clauses contained in the Act 1 and 2 Victoria, cap. 48.

Lot 6.—A valuable property situate in the Forest of Dean, and known as the RISING SUN ENGINE COLLIERY, including Arthur's Polly, or Speedwell, and Bream's Eaves Level Gales, and comprising an unopened tract of 216 acres, or thereabouts, containing the Yorkley, Whittington, Coleford High Delf, and Trenchard veins. The Crown gale rent of £30 per annum is paid up to Midsummer last.

Lot 7.—A valuable property, also situate in the Forest of Dean, known as the UNION COLLIERY, comprising an unopened tract of 340 acres, or thereabouts. This colliery adjoins the north side of the Rising Sun Colliery, and contains the Yorkley, Whittington, Coleford High Delf, and Trenchard veins. The Crown gale rent of £120 per annum is paid up to Midsummer, 1856.

The Great Western, and Severn and Wye Railways, and convenient tramroads, run near to the properties, and there are other facilities, which render them deserving the attention of capitalists, public companies, coal merchants, and others, and give an opportunity for profitable investment rarely occurring.

Printed particulars and conditions of sale may be had ten days prior to the sale, of Messrs. GRAHAM, solicitors, Abingdon, Berks; Messrs. GRAHAM and LYDDE, solicitors, Mitre-court Chambers, Temple, London; James WOODS, Esq., solicitor, Newnham, Gloucestershire; Joseph WOOD, Esq., solicitor, Oxford; Mr. JOHN HENDERSON, the manager, Lydney; and Mr. H. BARTON, auctioneer, King-street, Gloucester.

MR. WHEATLEY KIRK begs to call attention to his exceedingly large and valuable STOCK of HIGH-PRESSURE HORIZONTAL and VERTICAL STEAM-ENGINES, for collieries, and manufacturing or other purposes, on the most improved principle; and to his NEW STOCK of TOOLS, comprising Lathes for Sliding and Screw-cutting, Drilling and Boring Machines, &c., all of the best and most improved construction, and quite new, and which may be seen on application, Offices, Cross-street Chambers, Manchester.

TO BE SOLD, BY PUBLIC AUCTION.
VALUABLE MINING PROPERTY, MACHINERY, &c.

MR. H. WILLS has been instructed to OFFER, BY PUBLIC AUCTION, at Radnor's Globe Hotel, Plymouth, on Tuesday, the 9th of December, 1856, at One o'clock p.m., in One Lot, subject to such conditions as shall be then produced, all that valuable MINE, with STEAM-ENGINES, MATERIALS, &c., thereon, called the IVYBRIDGE SILVER-LEAD MINE, situated about 1¼ mile from the Ivybridge Station of the South Devon Railway. The above is held on leases from J. F. Sawyer, Esq., and the Frovost and Fellows of Eton College, at 1-15th dues, for the remainder of a term of 21 years, whereof 17 are unexpired.

The machinery consists of a 30 in. PUMPING ENGINE, 10 ft. stroke, with two boilers attached; a 24 in. horizontal double-acting drawing engine, complete, with one boiler, Pitwork, comprising a 32 fms. plunger-lift, 16 fms. 14 in. and 16 fms. 9 in. drawing-lifts, in perpendicular shaft; 16 fms. 11 in. and 20 fms. 12 in. in. old shaft; flat rods, kibbles, capstan-rope, and all requisite machinery. Both engines were built by Messrs. Nicholls and Williams, and are of the newest and best construction. The mine is now in full work to the bottom (78 ft.) level. The 78 north has recently improved, and there is every appearance of another shoot of lead in that direction. Lead of good quality, to the value of £3146 2s. 6d., has been sold by the present company, in addition to £3377 7s. 4d. realised by the previous workers. The whole of this has been raised from the limited extent of ground, and the levels have never been sufficiently extended to prove the mine effectually. An excellent opportunity now presents itself to mining capitalists of purchasing a mine with perfect machinery, and in complete working order, and which, with a small additional outlay, can be fully and fairly developed, with every chance of great success.

The mine can be inspected, on application to the captain; and further particulars obtained from the secretary, at the office, 76, Cornhill; or from Mr. HENRY WILLS, auctioneer, 17½, George-street, Plymouth.
EDWARD S. CODD, Secy.
Dated Nov. 25, 1856, 76, Cornhill, London.

GLAMORGANSHIRE.
IMPORTANT FREEHOLD MINERAL ESTATE FOR SALE.

MR. ROBERT EVANS WILL SELL, BY AUCTION, at the Cardiff Arms Hotel, Cardiff, on Wednesday, the 10th December, 1856, at Two o'clock in the afternoon (unless previously disposed of by private contract, of which due notice will be given), subject to such conditions of sale as shall be then and there produced, all that FREEHOLD MESSAGE, FARM, and LANDS, called KILLY, situate in the parish of Llantrisant, Glamorganshire, comprising a good FARM, HOUSE, convenient OUT-HOUSES, and 100 acres, or thereabouts, of excellent LAND, all except about 1½ acres, and in ring fence; together with all the COAL, BLACKBAND, and FIRE-CLAY, and OTHER MINERALS under the same, including the well-known No. 2 or Four Feet Vein, and the No. 3 or Three Feet Vein (the latter of which is now worked at the Dinas Colliery), which under the whole of the estate, except a small portion thereof, where the No. 3 Vein has been worked to a small extent for country sale. Both of these veins are workable by level, at a small outlay, and are distant about a mile from the Cardiff and Pontypridd and Llantrisant about four miles, about five miles from the South Wales Railway Station at Pontolowen (through which place a branch railway has been surveyed, through the Ely Valley up to this property), and from Cardiff about sixteen miles.

A small part of the farm is occupied by one of the proprietors, and the remainder is in the occupation of Mr. Thomas Evans, as tenant, from year to year.

For particulars, apply to Mr. C. H. RICHES, Wharf, Cardiff; Mr. HOPKIN HOPKINS, Ty Newydd, Llangollen, Bridgend; Messrs. LLEWELLYN and RANDALL, solicitors, Neath; or the auctioneer, Bridgend; and to view the property, apply to Mr. Hopkins, on the farm.

SALE OF STEAM-ENGINES, MACHINERY, AND PLANT, AT THE COLESHILL COLLIERIES, BAGILLT.
Two miles from Holywell, and the like distance from Flint.

MESSRS. CHURTON respectfully announce that they are instructed by the proprietors to SELL, BY AUCTION, on Wednesday, 17th, Thursday, 18th, and Friday, the 19th days of December, 1856, commencing each day at Eleven o'clock for Half-past, most punctually, the WHOLE of the valuable MACHINERY and PLANT, comprising a CONDENSING PUMPING ENGINE, with 32 in. cylinder, 7 ft. stroke; eight high-pressure vertical steam-engines, with 18, 16, 14, 12, 10, and 8 in. cylinders; nine tubular ended and other boilers, brick chimneys, stacks, guide and other pulleys; water, steam, and exhaust pipes; cast landing plates or doors, with wrought axles and levers; air, forcing, and drawing pumps; 6 in., 7 in., 10 in., and 12 in. pumps and pipes; black and H-pieces, pumping rods, T-bobs, pine pit-heads, whims; capstan pallets, with iron boxes for eight arms; crab winches; flat and round wire ropes, flat pit and other chains, blocks, flat and round bar iron, wrought and cast scrap, gun cotton and fuse, oak propwood, machinery patterns, converted and unconverted timber, wood sheds, larch railing and gates; saw bench, with two circular saws; 7 in. lathe and tools, wrought shafting, with speed and bevil wheels; three weighing machines, each up to 8 tons; several 4 in. wheeled carts, with iron arms; stacks of hay and straw, mure, horse and gear, hay engine, bean mill, office desks and tables, iron safe, copying press, and other numerous effects.

N.B. The collieries are within five minutes' walk from the Bagillt Station, on the Chester and Holyhead Railway.

Descriptive catalogues may be had ten days prior to the sale, at the inns in Flint, Bagillt, and Holywell; or from the offices of the auctioneers, Whitchurch, Salop, and Chester.

SALE OF COPPER.—On the 15th December next, at Twelve o'clock noon, and at the house of JOSE DE LA HERANA, Esq., 21, Calle de San Ysidro, Seville, WILL BE SOLD, BY PUBLIC SALE, the whole produce of COPPER of the Castillo de las Guardas's United Mines Company during the year 1857, subject to the conditions which may be seen at the counting-house of said JOSE DE LA HERANA, Esq., treasurer of said company; or at Messrs. CUADRA ROMERO and Co., No. 10, St. Eustachio's-lane, London.

MINE MACHINERY FOR SALE BY PRIVATE CONTRACT.—An excellent 70 in. cylinder PUMPING ENGINE, 12 ft. stroke in the cylinder, and 10½ ft. in the shaft, with two boilers 26 tons; new three years ago.

A nearly new DRAWING MACHINE, complete.
A 46 ft. WATER-WHEEL, 3 ft. breast (within), with cast-iron axle and sockets, two sweep rods, and balance-bob, complete.
45 fms. 20 in. PLUNGER-LIFT, complete.
St. Austell, Aug. 13, 1856.

J. J. GUMMOR.

COAL AND IRON ORE.
FOR SALE.—THE TINGLES LEVEL IRON MINE, in the Forest of Dean.
TO BE SOLD, OR LET ON LEASE.
The EMPEROR COAL FIELD.
The GUIDCHURCH COLLIERY.
The BIRCHEN GROVE COAL FIELD.
The PLUDS COAL FIELD.

TO BE LET ON LEASE.
AN IRONSTONE FIELD, Gwendraeth, Carmarthenshire.
A LAND SALE COLLIERY, Llanon, Carmarthenshire.
An extensive COAL FIELD, near Llanelli, Glamorganshire.
Apply to Mr. JOSHUA RICHARDSON, C.E., Neath, South Wales.

TO BE SOLD, THE TINGLES LEVEL IRON AND OCHRE MINE, FOREST OF DEAN. This valuable mine is situated near Cinderford, and is bounded by the Dowla Company's extensive mines on the north, and by Messrs. Crawshaw's on the south, by which, and a water level on the deep of the strata, it is completely drained. A pit has been sunk 30 yards on the vein, and the iron ore has been proved to be 5 ft. in thickness, and of very superior quality. The yellow ochre is at 20 yards depth, 2 ft. in thickness, and of excellent quality. The mine also contains a vein of valuable fire-clay, 2 ft. in thickness. Tingles Level Mine is within 150 yards of a tramway which communicates directly with the Bulle Mill (broad gauge) Railway, the South Wales, and other railways.—Apply to Mr. JOSHUA RICHARDSON, C.E., Neath, Glamorganshire.

FOR SALE, THE INTEREST AND PATENT RIGHT IN FISHER'S VENETIAN SCREW PROPELLER.—The proprietors not having sufficient time to attend to the practical development of the above invention, are willing to DISPOSE (of the whole, or part), of their INTEREST in the said PATENT, on its merits, as compared with those with which it has been brought into competition. Particulars of several trials, showing the comparative results obtained by the Venetian and other propellers, will be forwarded on application to the undersigned. None but principals will be treated with.—Apply to JOHN FISHER, No. 231, Bedford-street, Tottenham-court-road, Liverpool.

THE HAFOD SAW MILLS.—IMPORTANT TO THE MINING INTEREST OF CARDIGANSHIRE.—These mills having gone to work on the Hafod estate, in the midst of the mining district, it will be interesting to the parties connected with them to find that a SUPPLY of TIMBER, cut for MINING PURPOSES, will always be KEPT ON HAND; and by application to Mr. TROTT, the agent at Hafod, with a few days' notice, almost any sort of wood work for mines may be obtained. A few particulars are annexed:—

PATENT FURNACES AND STEAM BOILERS.—LEE STEVENS'S PATENT FURNACES PREVENT SMOKE, ECONOMISE FUEL, AND EXTEND THE LIFE OF THE FURNACE. Official reports, working drawings, and testimonials of reference, and other practical information, at No. 1, Fish-street, City, where particulars are also given of LEE STEVENS'S PATENT STEAM BOILERS, marine and land.

SELF-ACTING SAFETY ALARM FOR BOILERS.—JOHNSTON'S PATENT SAFETY ALARM has now been PROVED to be CERTAIN and EFFECTUAL. Any disarrangement of the water supply to the boiler, or neglect on the part of the attendant, is immediately made known in the vicinity, and previous to the danger. Price 50s.—Further particulars, with a drawing, may be obtained on application to Mr. WATSON, High Bridge Works, Newcastle-on-Tyne, sole proprietor, who can furnish the highest testimonials of their efficiency. Also, always on hand, WATER AND PRESSURE GAUGES, of the most approved construction, as well as the MINERS' SAFETY LAMPS, of the best description.

CAPITALISTS.—THE INVENTOR OF A NEW MOTIVE POWER OFFERS his PATENT RIGHT in proportions of sixteenths, on terms of sale, to make immediate returns. The invention is one certain to become a success, and is applicable to all stationary purposes, and when carried into effect will effect a saving in coal of no less than £600,000 per annum in the works of Devon and Cornwall alone.—For particulars, apply to Mr. DICKS, civil engineer and patent agent, Moorgate-street, City.

CAPITALISTS.—AN IRON MINE FOR DISPOSAL, of very large extent, containing the red hematite ore. It is drained, and has every facility for transit by rail or water, and can be opened and worked with very little expense. Terms very reasonable.—Address, "C. M.," 66, Cheap-side, London.

HAUTS FOURNEAUX ET FORGES DE LA COMPAGNIE MINIERE ET METALLURGIQUE DES ASTURIENS.—A VENDRE PAR ADJUDICATION en la Chambre des Notaires de Paris, le 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 1856, à midi, par le ministère de M. FREMYN, l'un des Juges. Mise à prix 100,000 fr.—S'adresser au bureau de la compagnie vendeuse, 28, Rue de Miroménil, Paris; ou à l'office de M. FREMYN, Notaire, 11, Rue de Lille.

ASTURIAN MINING COMPANY (COMPAGNIE MINIERE ET METALLURGIQUE DES ASTURIENS).—TO BE SOLD, BY PUBLIC AUCTION, at the Chamber of Notaries, at Paris, on the 16th day of December, 1856, at noon, precisely, by M. FREMYN, Notary, the MINES, COAL PITS, FURNACES, IRONWORKS, and other property of the above company, particulars and conditions of sale, apply at the offices of the company, 28, Rue de Miroménil, Paris; or at the office of M. FREMYN, Notary, 11, Rue de Lille, Paris.

VALUABLE COLLIERY IN SOUTH WALES, in regular work by level, TO BE DISPOSED OF. It is capable of supplying 100 to 200 tons of excellent house and coking coal; within easy distance of a first-class ship, and upon a narrow gauge railway in communication with Staffordshire, &c.—"A. B.," care of Mr. Kent, 13, Beaufort-buildings, Strand, London.

DISPOSAL OF A VALUABLE GOING COLLIERY TO BE DISPOSED OF, comprising 600 to 700 acres of house coal, and making a superior coking coal. The colliery is situated on a railway in South Wales, and possesses unusual advantages for carrying on a very extensive and lucrative inland and sea trade.—For particulars, address "Alpha," Messrs. Fryson and Co., solicitors, 1, London.

AT NEWCASTLE-UPON-TYNE.

FOR SALE, TWO NEW IRON SCREW COLLIERIES, lately completed, and ready for delivery. Dimensions, 16 ft. by 26 ft. 6 in. by 13 ft. 9 in. Capacity 450, register 305 tons; carries 600 tons dead weight, and 50 tons fuel, 4 in. draught of water; capacity for 27,000 cubic feet of cargo, exclusive of coals. Engines by Messrs. Stephenson and Co., 70-horse power nominal. **NEW IRON PADDLE STEAMER,** nearly completed. Dimensions, 93 ft. by 14 ft. 6 in. by 9 ft. 6 in.; 40-horse power nominal, 100-horse power effective; capacity 100 tons; with donkey engine, and winches for cargo. **IRON TUG BOAT,** 65-horse power; and **TWO WOODEN TUG BOATS,** each 40-horse power; classed at Lloyd's.—J. M. SMITH, No. 43, Westgate-street, Newcastle-upon-Tyne.

FOR CONTRACTORS.—STEAM DREDGES, STEAM TUG, AND HOPPER BARGES.—TO BE DISPOSED OF, BY PRIVATE CONTRACT, several STEAM DREDGING MACHINES, in excellent order, length over all 25 ft., fitted with a 20-horse power condensing steam-engine and boiler, with furnaces, buckets, crabs, and every requisite; an IRON CLINKER BUILT WHEEL STEAM TUG, length over all 75 ft., 15 ft. beam between paddle wheels, with 30-horse power condensing steam-engine and boiler; TWELVE HOPPER BARGES, with chains and crabs; ONE THREE-ROOM HOPPER BARGE, and ONE OPEN COAL BARGE.—For further particulars, apply to Messrs. HOSKIN, Billiter-street, City.

FOR CAPITALISTS, COLLIERY PROPRIETORS, AND SOLICITORS.—TO BE SOLD, BY PRIVATE CONTRACT, one of the best and most conveniently situated COLLIERIES in the district of South Staffordshire, known as the PELSALL and BROWNHILLS COLLIERIES. The quality of the coal is very good, and the demand almost unlimited. There are six drawing shafts now in full operation, fitted with high-pressure winding engines, of ample power and good machinery, capable of raising 300 tons weekly. The South Staffordshire Railway runs through the property, with branches to each of the pits; and the colliery is in full communication with all parts of the district. The collieries comprise 93 years, for the term of 21 years, under 195 acres, or thereabouts, including a public house and 32 workmen's cottages, and the whole inventory. There is also a FARM held with the above for the same term, comprising 100 acres, including the surface of the collieries, 251 acres, or thereabouts, of excellent ARABLE, MEADOW, and PASTURE LAND.—For further particulars, and to treat, apply to Mr. R. C. SINCLAIR, mining engineer, 10, Beaufort-buildings, Strand; or Messrs. MOTTERAM and KNIGHT, solicitors, 10, Beaufort-buildings, Strand; or to Thomas HODGSON, Esq., solicitor, Lichfield.

FOR SALE, ANTIMONY WORKS IN GERMANY, with MINES, an excellent DRESSING-HOUSE and SMELTING WORKS, which produce "Antimonial Cream" and "Regulus Antimony," which are highly valued in the best countries. The purchase will comprise the surface property, extended privileges on other metals, and the whole inventory, with the exception of the ores and metals already produced. The works are in full operation, under the best operative management; there is a large output, and very good profits are being realised.—For further particulars, apply to "F. T.," Mining Journal office, 26, Fleet-street, London.

VALUABLE MINERAL PROPERTY ON SALE, IN THE COUNTY OF LANCASHIRE.—TO BE SOLD, ALL THE MINERALS contained under the estate called GILKILMAISCHAP, situated in the parish of Gilkesh, in the county of Lancashire. The said property is situated within about 10 miles of the Loop-line Railway, running from Pontypool, in Monmouthshire, to the Vale Railway, in Glamorganshire, at a point about one-fourth of a mile from the Loop-line on the said Vale Railway, which point is about 17 miles from the flourishing shipping port of Cardiff.

The surface of the property is 106½ acres, containing about 25 ft. in thickness of very valuable veins of coal, which is calculated to yield upwards of 4,000,000 tons, which, if estimated at a royalty of only 6d. per ton, would amount to £100,000. The average thickness of ironstone, estimated at only 3 ft. (which is below the mark), would yield upwards of 450,000 tons, which, at 6d. per ton, would amount to £112,500. The surface property being advantageously situated so near to the said Loop-line Railway, now in course of construction, and close on the side of the intended Bargoed Railway, and the coal and ironstone being of exceedingly good quality, any person desirous of undertaking to open workings thereon would find it a very profitable investment.—For any further particulars, and plans of the property, apply (by letter or in person) to Mr. Wm. LEWIS, mineral surveyor, Aberaman Ironworks, Aberdare.

STEAM PUMPING ENGINE.—FOR SALE, on TRELUSBACK MINE, in the parish of Siliuthun, two miles from Redruth, a 31 in. cylinder STEAM PUMPING ENGINE, 9 ft. stroke in the cylinder, and 8 ft. in the shaft, with boiler, flywheel, balance-hob, and first piece of rod. This engine was constructed by Messrs. Harvey and Co., of Hayle, and is one of the most complete of its kind, combining the qualities for which the engines of Messrs. Harvey and Co. are remarkable, viz., strength, simplicity, a high degree of finish, and mathematical correctness of the engine is quite as good as new, and may be viewed on application to the mine; and particulars as to price, mode of payment, &c., may be obtained from the purchaser of the mine, Wm. C. VIVIAN, Camborne, Cornwall.

TO BE LET, ON LEASE (and at such royalty as may be agreed upon), the SETT of the KILBRECKAN LEAD MINES, in the County of Kerry, Ireland. The mine is situated near the county town, Ennis, and within 10 miles of the harbour of Glenties, on the Fergus, to which there is an excellent road. The royalties extend over 2500 acres. Every facility exists for working these mines, and the ore, &c. About 10 acres are allowed for surface operations, and excellent offices have been erected, consisting of captain's and pitman's houses, smiths' and carpenters' shops, magazines, police barrack, dressing-yards, &c. The following is Professor Apjohn's analysis, as taken from "Proceedings of the Royal Irish Academy," vol. 1, p. 469, June 22, 1840:—Lead, 68.87; iron, 0.38; antimony, 11.30; sulphur, 16.36 = 100.00—being exactly the proportion of lead and antimony in printers' types. Robert Kane states ("Industrial Resources," p. 212) that the lead, when assayed, yielded 76 per cent. of lead, and 120 ozs. of silver to the ton. This is the best quantity of silver yielded by any Irish ore. Application to be made to the proprietor, Major ARMSTRONG, New Hall, Ennis, from whom any further information can be obtained.

COAL AND MINERALS TO BE LET.—TO BE LET, the COAL and MINERALS under an estate of 350 acres, more or less, at Pont-y-pridd, in the county of Glamorgan, distant from the Port of Cardiff 11½ miles, having the Glamorganshire Canal running through its whole extent, and separated from the Taff River only by the River Taff. A trial pit has been sunk, by which the position of the measures is satisfactorily proved. A level has also been driven, by which the COAL and MINERALS under an estate situated near Navigation, Pont-y-pridd, distant from Cardiff 16 miles, comprising 100 acres, more or less, and containing all the seams of the Aberdare Steam Coal. An upper seam has been proved by a trial pit, and is worked on an adjoining estate. The Aberdare Railway passes through the estate, and from the position of the property a large tract of steam coal may be worked, and which may be obtained on advantageous terms. Plans, sections, and to view the property, apply to Mr. THOS. JONES, agent, Pont-y-pridd.

RAILWAY WAGONS.—WILLIAM A. ADAMS AND CO., MIDLAND WORKS, BIRMINGHAM. BROAD AND NARROW GAUGE COAL AND IRONSTONE WAGONS, IN STOCK—FOR SALE OR HIRE.

THE RAILWAY CARRIAGE COMPANY, OLDBURY, NEAR BIRMINGHAM. MANUFACTURERS OF EVERY DESCRIPTION OF RAILWAY PLANT AND IRONWORK. NEW AND SECOND-HAND RAILWAY WAGONS ALWAYS IN STOCK, FOR SALE OR HIRE.

BURGIN AND WELLS, STEEL CONVERTERS AND REFINERS, MANUFACTURERS OF RAILWAY CARRIAGE AND WAGON SPRINGS, IMPROVED CAST-STEEL FILES, &c. HOLLIS CROFT STEEL WORKS, SHEFFIELD.

JOHN BRYAN, GENERAL COMMISSION AGENT, 1, SANDHILL, NEWCASTLE-ON-TYNE. CONTRACTS MADE for all kinds of MACHINERY, CAST AND WROUGHT-IRON, RAILWAY BARS, ANCHORS, CHAINS, COALS, COKE, FIRE-BRICKS, &c. All orders promptly shipped and forwarded. Prices and Lists of Freight or Carriage sent on application.

SEAHAM IRONWORKS, SEAHAM, NEAR SUNDERLAND. R. WRIGHT AND SON, CHAIN AND ANCHOR MANUFACTURERS, have always ON HAND a LARGE STOCK OF CHAINS AND ANCHORS, which they can forward to any part of the kingdom by rail.

TO IRONMASTERS, MERCHANTS, CONTRACTORS, FOUNDERS, &c.—Messrs. DAUNT AND MOFFAT, METAL BROKERS, 59, ST. VINCENT STREET, GLASGOW, OFFER THEIR SERVICES for the PURCHASE and SALE of IRON and MANUFACTURED IRON. All orders carefully executed, and prompt shipments made.

HEMATITE PIG-IRON.—In consequence of mistakes having been made, we find it necessary again to CAUTION our friends against confounding the Hematite pig iron sold by us with any of a SIMILAR NAME; and to request particular attention to the wording of the sale notes and invoices. The original HEMATITE is MADE SOLELY from the RICH ORES of CLAYTON MOOR, near WHITEHAVEN, and will in future be branded "HEMATITE CLAYTON." 19, Sweeting-street, Liverpool, Oct. 6, 1856. WILLIAM F. SIM AND CO.

THE PERMANENT WAY COMPANY. Among other recent important inventions, the company beg to call particular attention to PRINCE'S PATENTS for CASTING RAILWAY CHAIRS; POLE'S PATENT IMPROVED FISH JOINT; PATENT HOLLOW SPIKES; and Dr. BOUCHERIE'S IMPROVED PROCESS for PRESERVING SLEEPERS, FENCING, TELEGRAPH POSTS, &c. FROM DECAY. They also solicit engineers to investigate the advantages of their PATENT CHAIRS in TWO PARTS; and to the REPORT of resident engineers upon 200 miles of lines laid about five years since with BARLOW'S PATENT CAST-IRON SLEEPERS. Every information may be had upon application to CHARLES MAY, F.R.S., the manager, or to 26, Great George-street, Westminster. WILLIAM HOWDEN, Sec.

STEAM-ENGINE, of 30-horse power.—TO BE DISPOSED OF, a NEW HIGH-PRESSURE STEAM-ENGINE, of 30-horse power, fitted up for a public company, and intended to be used without any kind of flue or brickwork; is fully efficient for working machinery, or for mining purposes; has an iron chimney and travelling whorls, and may be seen at work at Messrs. MEDWIN and HALL'S, engineers, 92, Blackfriars-road.

STEAM-ENGINES FOR SALE.—GRANT, DOUGLAS, and CO. (late White and Grant) have FOR SALE the following NEW ENGINES, of first class make:— 10 in. diam. HORIZONTAL HIGH-PRESSURE ENGINE, 2 ft. stroke. 12 in. diam. HORIZONTAL HIGH-PRESSURE ENGINE, 2½ ft. stroke. 14 in. diam. HORIZONTAL HIGH-PRESSURE ENGINE, 3 ft. stroke. 15 in. diam. HORIZONTAL HIGH-PRESSURE ENGINE, 3 ft. stroke. 20 in. diam. HORIZONTAL HIGH-PRESSURE ENGINE, 4 ft. stroke. Also, PAIR of 16 in. COUPLED HORIZONTAL HIGH-PRESSURE ENGINES. SECOND-HAND 7 in. diam. PORTABLE HIGH-PRESSURE ENGINE, 18 in. stroke (cheap). SECOND-HAND BOILER, 20 ft. x 6 ft. 6 in., with furnace mouth and flue within, 2 ft. 6 in. diameter. The advertisers are the SOLE PROPRIETORS and MAKERS of WHITE and GRANT'S PATENT SAFETY CAGE, for the prevention of accidents in collieries. A number of these cages is always kept on hand. Dalmarnock Foundry, Glasgow, Nov. 23, 1856.

IMPORTANT TO RAILWAY COMPANIES, ENGINEERS, CONTRACTORS, MANUFACTURERS, AGENTS, SHIPPERS OF MACHINERY, AND OTHERS.—Messrs. DUNN, HATTERLEY, and CO., of the WINDSOR BRIDGE IRONWORKS, PENDLETON, NEAR MANCHESTER, have now arranged their works for the MANUFACTURE, on a very extensive scale, of Engines, Boilers, Bridges, Turn Tables, Cranes, Pumps, Water Tanks, Switches and Crossings, Tools, and Plant; every description of Machinery for Railways, and Steam Boilers, warranted against explosion; all on the most improved principles, and modern construction. Note.—The only makers and patentees of the low-shelfed traverser; all others are piracies of the original patent.

ELECTRIC TELEGRAPHS.—REID AND CO., TELEGRAPH ENGINEERS, and CONTRACTORS for FITTING-UP TELEGRAPHS in MINES and COAL PITS, by means of which the overseer can communicate instantaneously with any part of the workings, effecting a great saving in time, and preventing many accidents. Office, 262, Gresham House, Old Broad-street, London; Works, 25, University-street, Tottenham Court-road.

GOLD AND SILVER AMALGAMATING MACHINE.—Messrs. SYMONDS, FELL, and CO.'S PATENT AMALGAMATOR MAY BE SEEN IN DAILY OPERATION, effectually extracting gold and silver from the ore. They are prepared to PURCHASE any quantity of GOLD QUARTZ, AUSTRALIAN EARTH, or UNDEVELOPED THE REDUCTION OF ORES; or SUPPLY their NEW PATENT MACHINERY. Mill Wall General Crushing and Grinding Mills, Smelting and Assay Works, Mill Wall, Poplar.

SAFETY BLASTING CARTRIDGES.—JOHN WESTLAKE, HILSTON, CORNWALL, SOLE MANUFACTURER of the best IMPROVED BLASTING CARTRIDGES and CASES, for wet ground, which for cheapness, efficiency, and safety, are unequalled, and cannot be surpassed.

PATENT SAFETY FUSE.—THE GREAT EXHIBITION PRIZE MEDAL was AWARDED to the MANUFACTURERS of the ORIGINAL SAFETY FUSE, BICKFORD, SMITH, DAVEY, and FRYOR, who beg to inform Merchants, Mine Agents, Railway Contractors, and all persons engaged in Blasting Operations, that, for the purpose of protecting the public in the use of a genuine article, the PATENT SAFETY FUSE has now a thread wrought into its centre, which, being patent right, infallibly distinguishes it from all imitations, and ensures the continuity of the gunpowder.

This Fuse is protected by a Second Patent, is manufactured by greatly improved machinery, and may be had of any length and size, and adapted to every climate. Address:—BICKFORD, SMITH, DAVEY, and FRYOR, Tuckingmill, Cornwall.

SAFETY FUSE.—Messrs. WILLIAM BRUNTON and CO., PEN-HALLICK, near REDRUTH, CORNWALL, MANUFACTURERS OF FUSE, of every size and length, as exhibited in the Great Exhibition of 1851, and supplied to the Royal Arsenal at Woolwich, the Arctic Expedition, and every part of the globe. Messrs. BRUNTON and CO. are at all times PREPARED to EXECUTE UNLIMITED ORDERS for SUPPLYING FUSE direct from their own MANUFACTORY, and warrant that it will prove equal to, if not better, than any to be procured elsewhere.

MESSRS. R. & J. COUPE, ENGINEERS AND IRONFOUNDERS, MANUFACTURERS of HORIZONTAL HIGH-PRESSURE STEAM-ENGINES, from 10 to 200-horse power; the larger description of engines mounted with their IMPROVED EQUILIBRIUM SLIDE PISTON VALVE, which has proved itself so eminently adapted for winding and other engines. Also, MANUFACTURERS of their IMPROVED BLAST ENGINES, PUMPING ENGINES, &c. (See Editor's Notice in the Mining Journal, Aug. 30, 1856, p. 593, under the head of Improvements in Donkey Engines.) Clayton Foundry, Wigan.

IRON HOUSE AND SELF-SUPPORTING ROOF MANUFACTORY, WOODSIDE, BIRKENHEAD.—Messrs. WILSON and CO. beg to call the attention of Engineers, Shipbuilders, Farmers, and others, to their PATENT PORTABLE FIREPROOF HOUSES, STORES, SHOPS, COTTAGES, VILLA RESIDENCES, CHURCHES, SCHOOLS, FARM BUILDINGS, SHOOTING BOXES, &c., either with or without self-supporting roofs; also, CONSERVATORIES, GREEN and HOT-HOUSES.—Manufactory, Woodside, Birkenhead. Note.—These houses are so constructed that they do not require the aid of an artisan to re-erect them. Detailed plans and drawings furnished free of charge.

TO ENGINEERS, BUILDERS, SHIP-BUILDERS, BOILER MAKERS, &c.—W. BLACKETT has continually in STOCK, at the HOPE IRONWORKS, SOUTHWARK BRIDGE ROAD (close to Union street), LONDON, a variety of ENGINEERING TOOLS, consisting of large and small Lathes, Drilling and Boring Machines, Shaping, Planing, Punching and Shearing, Slotting and Screwing Machines, ready for delivery. May be seen on application.—City Office, No. 26, Crosby Hall Chambers, Bishopsgate-street. N.B. Tools not in stock made to order.

PUMP BUCKETS.—IMPORTANT TO COLLIERY AND MINING PROPRIETORS, SHIP OWNERS, ENGINEERS, &c.

KENNEDY AND EASTWOOD'S PATENT EXPANDING RING CLACK BUCKETS.—These buckets are APPLICABLE to every description of AIR and LIFT PUMPS, and are being generally adopted, on account of their great durability, entirely dispensing with the use of leather or gutta percha. Being made of metal, the friction is greatly reduced, and have been proved to require at least one-third less power to work them than buckets made of either leather or gutta percha, and doing their work more efficiently. The following extract from a testimonial from Messrs. Harrison, Ainslie, and Co., Lindal Moor Mines, Lancashire, who have now several in use, fully proves the foregoing:—"Having given your Patent Pump Buckets a fair trial, we are happy to bear testimony to their value, especially in muddy and sandy water. The first we put in has worked well ever since (eight months ago), whereas previous to our putting it in we changed the buckets three times every week." Terms, reasonable, with other information, will be supplied (gratis) on application to Messrs. KENNEDY and EASTWOOD, patentees, Ulverston, Lancashire; Messrs. HUWITT and ALLOTT, accountants, Central Chambers, Sheffield; and Messrs. H. J. MORSON and CO., 2, Basinghall-buildings, Leeds.

OVERLAND ROUTE.—STEAM TO INDIA AND CHINA, &c. VIA EGYPT.—THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY BOOK PASSENGERS AND RECEIVE GOODS AND PARCELS for the MEDITERRANEAN, EGYPT, ADEN, BOMBAY, Ceylon, MADRAS, and CALCUTTA, by their mail packets leaving Southampton on the 4th and 20th of every month; and for CHINA and the STRAITS, by those of the 4th of the month. For further particulars, apply at the company's offices, No. 122, Leadenhall-street, London; and Oriental-place, Southampton.

WEEKLY STEAM COMMUNICATION TO AND FROM ABERYSTWYTH AND LIVERPOOL, CALLING AT PORTMAUDOC; AND ABERYSTWYTH AND BRISTOL.

The CAMBRIAN STEAM PACKET COMPANY (LIMITED), unless prevented by any unforeseen occurrence, intend DISPATCHING, with goods and passengers, their new powerful SCREW STEAMER "FLYNLYMON," 230 tons burthen, 45-horse power, Captain Wm. WRIGHT, Master, or some other suitable vessel, as under:—

Tuesday	Dec. 2	Leave Aberystwith for Liverpool	at 8 morn.
Thursday <td>4</td> <td>Liverpool</td> <td>at 2 morn.</td>	4	Liverpool	at 2 morn.
Friday <td>5</td> <td>Portmadoc</td> <td>Aberystwith</td>	5	Portmadoc	Aberystwith
Saturday <td>6</td> <td>Aberystwith</td> <td>Bristol</td>	6	Aberystwith	Bristol
Sunday <td>7</td> <td>Bristol</td> <td>Aberystwith</td>	7	Bristol	Aberystwith
Monday <td>8</td> <td>Aberystwith</td> <td>Liverpool</td>	8	Aberystwith	Liverpool
Tuesday <td>9</td> <td>Liverpool</td> <td>Portmadoc and Aberystwith</td>	9	Liverpool	Portmadoc and Aberystwith
Wednesday <td>10</td> <td>Portmadoc</td> <td>Aberystwith</td>	10	Portmadoc	Aberystwith
Thursday <td>11</td> <td>Aberystwith</td> <td>Liverpool</td>	11	Aberystwith	Liverpool
Friday <td>12</td> <td>Liverpool</td> <td>Portmadoc and Aberystwith</td>	12	Liverpool	Portmadoc and Aberystwith
Saturday <td>13</td> <td>Portmadoc</td> <td>Aberystwith</td>	13	Portmadoc	Aberystwith
Sunday <td>14</td> <td>Aberystwith</td> <td>Bristol</td>	14	Aberystwith	Bristol
Monday <td>15</td> <td>Bristol</td> <td>Aberystwith</td>	15	Bristol	Aberystwith
Tuesday <td>16</td> <td>Aberystwith</td> <td>Liverpool</td>	16	Aberystwith	Liverpool
Wednesday <td>17</td> <td>Liverpool</td> <td>Portmadoc and Aberystwith</td>	17	Liverpool	Portmadoc and Aberystwith
Thursday <td>18</td> <td>Portmadoc</td> <td>Aberystwith</td>	18	Portmadoc	Aberystwith
Friday <td>19</td> <td>Aberystwith</td> <td>Bristol</td>	19	Aberystwith	Bristol
Saturday <td>20</td> <td>Bristol</td> <td>Aberystwith</td>	20	Bristol	Aberystwith
Sunday <td>21</td> <td>Aberystwith</td> <td>Liverpool</td>	21	Aberystwith	Liverpool
Monday <td>22</td> <td>Liverpool</td> <td>Portmadoc and Aberystwith</td>	22	Liverpool	Portmadoc and Aberystwith
Tuesday <td>23</td> <td>Portmadoc</td> <td>Aberystwith</td>	23	Portmadoc	Aberystwith
Wednesday <td>24</td> <td>Aberystwith</td> <td>Bristol</td>	24	Aberystwith	Bristol
Thursday <td>25</td> <td>Bristol</td> <td>Aberystwith</td>	25	Bristol	Aberystwith
Friday <td>26</td> <td>Aberystwith</td> <td>Liverpool</td>	26	Aberystwith	Liverpool
Saturday <td>27</td> <td>Liverpool</td> <td>Portmadoc and Aberystwith</td>	27	Liverpool	Portmadoc and Aberystwith
Sunday <td>28</td> <td>Portmadoc</td> <td>Aberystwith</td>	28	Portmadoc	Aberystwith
Monday <td>29</td> <td>Aberystwith</td> <td>Bristol</td>	29	Aberystwith	Bristol
Tuesday <td>30</td> <td>Bristol</td> <td>Aberystwith</td>	30	Bristol	Aberystwith

Fares.—Saloon, 15s.; second cabin, 10s.; deck, 6s. Return tickets, available by the next voyage, are issued at one fare and a half. Horses, 20s.; cattle, 15s.; sheep, 2s.; pigs, 2s. 6d.; dogs, 15s.; ponies, 21s.; carriages, 30s.

For freights, and further particulars, apply to the secretary, at the company's head offices, Parthenon Chambers, 14, Regent-street, London; or to the agents, DAVID REES, Llanelli; BENNETT WILLIAMS, Harbour Office, Portmadoc; McCLECK and CAMPBELL, Columbia-buildings, Brunswick-street, Liverpool; GEORGE GREEN, Cambrian Foundry, Aberystwith; and E. T. TURNER, 12, Quay-street, Bristol.

PUMPING MACHINERY.—LIFTING AND FORCING PUMPS, PATENT CENTRIFUGAL AND DOUBLE-ACTING PUMPS, DEEP WELL PUMPS, STEAM-ENGINES (portable and fixed), HYDRAULIC RAMS, WATER-WHEELS, and every description of MACHINERY, of the most approved construction, MANUFACTURED AND SUPPLIED BY GWYNNE and CO., Hydraulic and Mechanical Engineers, Essex Wharf, Strand, London. Catalogues on application.

MINING.—PORTABLE PUMPING AND WINDING ENGINES.—TO BE LET ON HIRE, or FOR SALE, several NEW and SECOND-HAND ENGINES, suitable for pumping, winding, or any other work, from 10-horse to 25-horse power.—Apply to Messrs. MEDWIN and HALL, engineers, Surrey Iron-works, Blackfriars-road, where they may be seen.

PATENT IMPROVED WIRE ROPE WORKS, MILLWALL, POPLAR.—A. J. HUTCHINGS, and CO., Sole Makers to the Lords of the Admiralty.—ROUND and FLAT ROPES, of every description, suitable for mining operations or other purposes, GALVANIZED or UNGALVANIZED, MANUFACTURED upon an IMPROVED PRINCIPLE, ensuring great pliability and durability. The superiority of these ropes over hemp ones, in points of strength, lightness, durability, and cost, is admitted by all who have tried them.

GUIDE ROPES, SHELLED CORD, LIGHTNING CONDUCTORS, &c. Offices, 117, Fenchurch-street, London.

PATENT WIRE ROPES, ONE-HALF THE COST OF HEMP ROPES.—HENRY J. MORTON and CO.'S (No. 2, BASINGHALL BUILDINGS, LEEDS) PATENT WIRE ROPES, for the use of MINES, COLLIERIES, RAILWAYS, &c.; one-half the weight of hemp rope, and one-third the cost; one-third the weight of chains, and one-half the cost.—In all deep mines these advantages are self-evident. References to most of the principal colliery owners in the kingdom, GALVANIZED SIGNAL CABLES AND KNOCKER LINES; will not rust or corrode, and not affected by the copper water in mines. Very strong, and not at all liable to break. Prices from 15s. per 100 yards.

PATENT ASPHALTED ROOFING FELTS, 1d. per foot. DRY HAIR BOILER FELTS, to save COAL. PATENT BOILER COMPOUND, for bad water. FAIRBANK'S WEIGHING MACHINES, of all sizes. GALVANIZED IRON ROOFING AND SPOUTING. PATENT FLEXIBLE STEAM PACKING, 1½, 1¼, 1, ¾, ½, ¼, 1/8, 1/16, 1/32, 1/64, 1/128, 1/256, 1/512, 1/1024, 1/2048, 1/4096, 1/8192, 1/16384, 1/32768, 1/65536, 1/131072, 1/262144, 1/524288, 1/1048576, 1/2097152, 1/4194304, 1/8388608, 1/16777216, 1/33554432, 1/67108864, 1/134217728, 1/268435456, 1/536870912, 1/1073741824, 1/2147483648, 1/4294967296, 1/8589934592, 1/17179869184, 1/34359738368, 1/68719476736, 1/137438953472, 1/274877906944, 1/549755813888, 1/1099511627776, 1/2199023255552, 1/4398046511104, 1/8796093022208, 1/17592186044416, 1/35184372088832, 1/70368744177664, 1/140737488355328, 1/281474976710656, 1/562949953421312, 1/1125899906842624, 1/2251799813685248, 1/4503599627370496, 1/9007199254740992, 1/18014398509481984, 1/36028797018963968, 1/72057594037927936, 1/144115188075855872, 1/288230376151711744, 1/576460752303423488, 1/1152921504606846976, 1/2305843009213693952, 1/4611686018427387904, 1/9223372036854775808, 1/18446744073709551616, 1/36893488147419103232, 1/73786976294838206464, 1/147573952589676412928, 1/295147905179352825856, 1/590295810358705651712, 1/1180591620717411303424, 1/2361183241434822606848, 1/4722366482869645213696, 1/9444732965739290427392, 1/18889465931478580854784, 1/37778931862957161709568, 1/75557863725914323419136, 1/151115727451828646838272, 1/302231454903657293676544, 1/604462909807314587353088, 1/1208925819614629174706176, 1/2417851639229258349412352, 1/4835703278458516698824704, 1/9671406556917033397649408, 1/19342813113834066795298816, 1/38685626227668133590597632, 1/77371252455336267181195264, 1/154742504910672534362390528, 1/309485009821345068724781056, 1/618970019642690137449562112, 1/1237940039285380274899124224, 1/2475880078570760549798248448, 1/4951760157141521099596496896, 1/9903520314283042199192993792, 1/19807040628566084398385987584, 1/39614081257132168796771975168, 1/79228162514264337593543950336, 1/158456325028528675187087900672, 1/316912650057057350374175801344, 1/633825300114114700748351602688, 1/1267650600228229401496703205376, 1/2535301200456458802993406410752, 1/5070602400912917605986812821504, 1/10141204801825835211973625643008, 1/20282409603651670423947251286016, 1/40564819207303340847894502572032,

THE MINING SHARE LIST.

Shares.	Mines.	Paid.	Last Price.	Present.	Dividends per Share.	Last Paid.
10120	Alfred Consols (copper), Phillack*	21. 11s. 10d.	£13 1/2	16 1/2	£15 6 0	Oct. 6, 1885.
10124	Ballewidden (tin), St. Just	11 1/2	4 1/2	7 1/2	12 0 0	Jan. 1, 1884.
4000	Bedford United (copper), Tavistock*	21. 6d.	1 1/2	1 1/2	12 0 0	Nov. 27, 1885.
240	Bocvan (tin), St. Just	20 1/2	97 1/2	95 100	9 0 0	Sept. 3, 1886.
200	Botalack (tin, copper), St. Just*	91 1/2	165	170	381 5 0	Oct. 31, 1885.
100	Brightdale and Froggatt Grove, Derbyshire.	50	66	66	3 0 0	Apr. 30, 1886.
1000	Brynmawr Hall (lead), Flint*	20	80	80	13 0 0	July 31, 1886.
1000	Brynmawr, Llanidloes, Montgomeryshire	7	4	4	0 5 0	July 1, 1886.
6000	Bwlch (silver-lead), Cardiganshire	3	2	1 1/2	0 2 0	Feb. 10, 1886.
1000	Carn Brea (copper, tin), Illogan	15	81	60	231 10 0	Dec. 15, 1885.
2048	Carnyorth (tin), St. Just	4 1/2	1 1/2	1 1/2	0 13 0	June 16, 1885.
10000	Castle Stone Quarry, Dolwyddelan	1	1 1/2	1 1/2	0 2 0	Feb. 8, 1885.
200	Cefn Cwm Brynno (lead), Cardiganshire	1	1 1/2	1 1/2	0 2 0	Sept. 4, 1885.
256	Condurrow (copper, tin), Camborne	20	150	150	71 0 0	Oct. 6, 1885.
30000	Craven Moor (lead), Yorkshire	1 1/2	1 1/2	1 1/2	0 9 0	Feb. 28, 1886.
128	Cwmystwith (lead), Cardiganshire	60	150	150	70 0 0	Aug. 28, 1886.
280	Darwen Mines (silver-lead), Durham	304 1/2	150	150	104 5 0	Oct. 30, 1886.
10124	Devon Great Consols (copper), Tavistock*	1	420	405 410	328 0 0	Nov. 21, 1886.
672	Ding Dong (tin), Gwylfa	32	32	32 1/2	13 17 6	Sept. 15, 1886.
178	Doleach (copper, tin), Camborne*	257 1/2	210	205	901 0 0	Oct. 13, 1886.
12500	Drake Walls (tin, copper), Calstock	11. 19s.	1 1/2	1 1/2	0 9 0	Feb. 27, 1886.
300	East Warren (lead), Cardiganshire	32	90	90	15 0 0	Sept. 25, 1886.
128	East Porth (tin, copper), Pool, Illogan*	24 1/2	305	305	265 0 0	Oct. 28, 1886.
924	East Wheal, Gwylfa (tin, copper), Illogan*	5 1/2	5 1/2	5 1/2	0 5 0	Jan. 11, 1884.
1480	Eyan Mining Company (lead), Derbyshire.	3 1/2	36	36	8 13 4	Oct. 30, 1886.
491	Fowey Consols (copper), Redruth	40	25	27	409 3 0	Oct. 12, 1886.
2240	Foxdale, Isle of Man (Limited)*	71. 10s. 6d.	42	42	50 7 3	Oct. 1, 1886.
320	Ditto (New Shares of 25s. each)	25	42	42	11 4 0	Oct. 1, 1886.
4448	General Mining Co. for Ireland (cop., lead)	1	1	1	0 8 0	June 3, 1885.
10124	Gonamena (copper), St. Cleer	13 1/2	26 1/2	30 1/2	0 7 0	Dec. 21, 1885.
17350	Great Polgoth (tin), St. Austell	4 1/2	1 1/2	1 1/2	0 10 0	Oct. 12, 1885.
6000	Great South Tolgus	2 1/2	1 1/2	1 1/2	0 2 0	June 27, 1885.
26866	Great Wheal Vor (tin, copper), Helston	7	2 1/2	2 1/2	0 5 0	June 20, 1885.
110	Great Work (tin), Germoe	100	180	180	214 0 0	Nov. 25, 1886.
10124	Herodfoot (lead), near Liskeard	8 1/2	3 1/2	3 1/2	2 12 6	Apr. 18, 1884.
6000	Hingston Down Consols (copper), Calstock.	3 1/2	3 1/2	3 1/2	2 16 0	Nov. 25, 1886.
2000	Holyford (copper), near Tipperary	11	9	9	3 17 6	Oct. 30, 1886.
76	Jamies (lead), Mold, Flintshire	31. 13s. 6d.	—	—	380 0 0	Mar. 10, 1881.
200	Laxey Mining Company, Isle of Man	100	1000	1000	1320 0 0	Jan. 8, 1886.
180	Lisborne (copper, tin), St. Just	2 1/2	100	100	1036 0 0	Nov. 18, 1886.
6000	Lisborne (lead), Cardiganshire, Wales	18 1/2	122 1/2	122 1/2	243 0 0	Oct. 2, 1886.
6000	Marble Hill (copper), Cardigan	41. 6s. 6d.	3	1 1/2	0 5 0	Sept. 7, 1885.
5000	Meriden (lead), Somerset	3 1/2	1 1/2	1 1/2	1 2 0	May 21, 1886.
20000	Mining Co. of Ireland (copper, lead, coal)	3	14	14	11 14 6	July 3, 1886.
5000	Nantow and Penrhyn	1 1/2	1 1/2	1 1/2	0 1 0	Apr. 30, 1885.
7500	Nantlle Vale (slate), Llanfyllan	2 1/2	1 1/2	1 1/2	0 3 0	Nov. 29, 1884.
6400	Nether Heath, Westmoreland	2 1/2	1 1/2	1 1/2	0 2 0	Oct. 17, 1885.
470	Newtona Mining Company, Co. Down*	30	35	35	48 0 0	Oct. 17, 1885.
300	North Pool (copper, tin), Pool	22 1/2	70	70	324 0 0	Dec. 26, 1884.
140	North Rosebar (copper), Camborne	10	80	75	249 10 0	Oct. 22, 1886.
6000	North Wheal Basset (copper, tin), Illogan*	10 1/2	35	35 1/2	10 10 0	Oct. 22, 1886.
6400	Par Consols (copper), St. Blazey	1 1/2	21 1/2	21 1/2	26 18 0	Oct. 2, 1886.
300	Peak United (lead), North Derbyshire	7 1/2	9 1/2	9 1/2	4 10 0	Apr. 12, 1886.
200	Phosphor (copper, tin), Llanfyllan	30	500	385	204 10 0	Nov. 12, 1886.
1000	Polberron (tin), St. Agnes (Preferential)	15	—	—	33 10 0	Oct. 10, 1886.
560	Preferential Mines (tin), Uny Lelant*	204. 13s. 2d.	67	66 1/2	52 4 6	Nov. 19, 1886.
2500	Rhosyrol and Bacheidon (lead)	11 1/2	11 1/2	11 1/2	0 7 0	Oct. 3, 1886.
512	Rosewarne United (copper, tin), Gwylfa	12	65	55 60	27 10 0	Oct. 13, 1886.
12000	Sortridge Consols (cop., tin), Gwylfa	6s.	2 1/2	2 1/2	0 7 0	Oct. 28, 1886.
256	South Caradon (copper), Tavistock	2 1/2	300	290 300	436 0 0	Nov. 25, 1886.
128	South Crinnis (copper), St. Austell	19	375	375	60 0 0	June 18, 1885.
9000	South Tamar (silver-lead), Beerferris	16. 6s. 6d.	150	150	3 0 0	Apr. 10, 1886.
256	South Tolgus (copper), Redruth, Cornwall	16	150	150	69 0 0	May 27, 1883.
480	South Wheal Frances (cop., Illogan*)	18. 18s. 9d.	360	350	223 5 0	Nov. 3, 1886.
10124	Spearne Consols (tin), St. Just, Cornwall	3 1/2	4 1/2	4 1/2	8 8 0	Dec. 10, 1883.
10124	Spearne Moor (copper), St. Just*	251. 7s. 8d.	15	15	4 5 0	Oct. 10, 1886.
10124	St. Aubyn and Gwylfa (tin), Breage	31. 17s. 8d.	3 1/2	3 1/2	0 17 0	Apr. 1, 1882.
94	St. Ives Consols (tin), St. Ives	80	100	100	888 0 0	Feb. 21, 1884.
9600	Tamar Consols (silver-lead), Beeralston	4 1/2	3 1/2	3 1/2	4 13 6	Feb. 7, 1886.
6000	Tinicroft (copper, tin), near Pool, Illogan	8 1/2	3 1/2	3 1/2	7 13 6	Nov. 8, 1886.
2048	Trehane (silver-lead), Menheniot	8 1/2	3 1/2	3 1/2	8 11 3	Dec. 29, 1885.
572	Trevelyan Consols (tin), St. Ives	11 1/2	11 1/2	11 1/2	1 0 0	Feb. 1, 1886.
96	Trevelyan (copper), Gwennap, Cornwall	32 1/2	110	110	467 15 0	June 4, 1885.
120	Trevelyan (copper), Gwennap, Cornwall	10 1/2	19	19	403 13 6	Apr. 29, 1881.
4000	Trevelyan (copper), Bodmin	12s.	3 1/2	3 1/2	0 5 0	Oct. 8, 1886.
4000	Trevelyan (silver-lead), Menheniot, Cornwall	2	3 1/2	3 1/2	1 6 0	Oct. 3, 1886.
100	Trumpet Consols (tin), near Helston	95	90	70 75	55 0 0	Oct. 20, 1884.
400	United Mines (copper), Gwennap	40	140	140	61 5 0	Feb. 12, 1886.
20000	Vale of Towry (Id.), Llangunllo, Carmarthen	5	3	3	0 3 0	May 8, 1886.
10500	Welsh Potash (silver-lead), Tal-y-bont, Card.	3	3 1/2	3 1/2	1 0 0	Oct. 7, 1885.
6000	Ditto (New Shares of 25s. each)	3	3 1/2	3 1/2	0 12 0	Oct. 7, 1885.
256	West Basset (copper), Illogan*	1 1/2	33	32 33	9 14 6	Nov. 19, 1886.
256	West Caradon (copper), Liskeard	20	125	120 125	274 5 0	Aug. 25, 1885.
256	West Damal (copper), Gwennap	10 1/2	70	11 12	14 0 0	Oct. 15, 1886.
10124	West Providence (tin), St. Erth	10 1/2	11 1/2	11 1/2	27 5 0	Oct. 10, 1886.
400	West Wheal Seta (copper), Camborne	38 1/2	350	350 360	51 10 0	Oct. 25, 1885.
1228	Wheal Arthur (copper), Calstock	7	8	7 1/2	6 10 0	Oct. 25, 1885.
240	Wheal Bal (tin), St. Just	7	8	8	2 0 0	Nov. 14, 1885.
512	Wheal Basset (copper), Illogan*	5 1/2	255	260 265	423 10 0	Oct. 6, 1886.
256	Wheal Buller (copper), Redruth*	5 1/2	250	260	811 5 0	Oct. 9, 1886.
10124	Wheal Charlotte, Perranuthnoe	3 1/2	6 1/2	4 1/2	1 10 0	Oct. 9, 1885.
5700	Wheal Clifford (copper), Gwennap	41. 14s.	550	550	17 0 0	Oct. 22, 1886.
5000	Wheal Fortescue, Bodmin	4 1/2	8 1/2	8	2 5 0	Nov. 21, 1886.
128	Wheal Friendship (copper), Devon	5 1/2	75	75	375 10 0	Jan. 14, 1886.
512	Wheal Jane (silver-lead), Kea	30 1/2	17	16 17	4 10 0	Oct. 25, 1885.
10124	Wheal Kitty (tin), Uny Lelant	£1 7 1/2	11	10 1/2	2 10 0	Oct. 18, 1886.
430	Wheal Lovell (tin), Wendron	33	18	18	31 0 0	Oct. 9, 1885.
448	Wheal Margaret (tin), Uny Lelant*	19 1/2	42 1/2	41 1/2	67 0 0	Aug. 26, 1886.
10124	Wheal Mary Ann (lead), Menheniot	8	40 1/2	40 1/2	21 12 6	Oct. 9, 1886.
80	Wheal Owles, St. Just, Cornwall	70	240	240	197 13 0	Nov. 21, 1886.
310	Wheal Seta (tin, copper), Camborne	24 1/2	11 1/2	150 160	40 10 0	Aug. 23, 1882.
10124	Wheal Seta (tin, copper), Camborne	10 1/2	15	14 1/2	37 5 0	Oct. 10, 1886.
10124	Wheal Trevelyan (silver-lead), Liskeard	1 1/2	15	14 1/2	25 10 0	Oct. 28, 1886.
4000	Wheal Trevelyan (tin, copper), Gwylfa	9 1/2	3 1/2	1 1/2	10 2 0	Feb. 11, 1884.
4000	Wheal Wrey (lead), St. Ives	17. 9s.	6 1/2	6 1/2	2 3 0	Oct. 10, 1886.
8000	Wicklow (copper), Wicklow	5	28	28	25 13 0	Oct. 10, 1886.

[* Dividends paid every two months. + Dividends paid every three months.]

FOREIGN MINES.

Shares.	Mines.	Paid.	Last Price.	Present.	Dividends per Share.	Last Paid.
5000	Alten Mining Company (copper), Norway	£14 1/2	3	3	4 5 0	Nov. 21, 1885.
51888	Baden, Grand Duchy of	1	1	1	0 1 0	Nov. 6, 1882.
10000	Brazilian Imperial (gold), Brazil	20 1/2	2 1/2	1 1/2	34 17 6	Oct. 10, 1884.
2464	Burra Burra (copper), South Australia	5	120	120	175 0 0	Sept. 4, 1886.
12000	Cobre Copper Company (copper), Cuba	40	33 1/2	36 1/2	81 12 0	Oct. 30, 1886.
100000	Colonial Gold, Australia	1	1	1	0 1 0	Mar. 28, 1884.
10000	Copiapu Mining Company (copper), Chili	16	16	14 1/2	5 8 0	May 9, 1886.
20000	General Mining Assoc. (iron, coal), Nova Scotia	20	15	11 1/2	9 0 0	June 26, 1886.
15000	Linares (lead), Potosi, Bolivia	1 1/2	1 1/2	1 1/2	0 1 0	Oct. 10, 1886.
10000	Lustanion (of Portugal)	1 1/2	1 1/2	1 1/2	0 4 0	Sept. 3, 1886.
10815	Mariposa and New Granada	1	1	1	0 2 0	Oct. 10, 1886.
80000	Obernitz (lead), Nassau	1	1	1	0 1 0	June 29, 1883.
25000	Peninsular Mining Company	1	1	1	0 2 0	Sept. 29, 1885.
10000	Pontgibaud (silver-lead), France	20	11	9 11	1 0 0	June 26, 1885.
7000	Royal Santiago (copper), Cuba	12 1/2	2 1/2	2 1/2	33 0 0	July 12, 1884.
100000	San Fernando (silver-lead), Linares	1	5s. 6d.	5s. 6d.	0 1 0	June 7, 1886.
11000	St. John del Rey (gold), Brazil	1	18 1/2	18 1/2	33 6 0	Feb. 13, 1886.
43174	United Mexican (silver), Mexico	28 1/2	3 1/2	3 1/2	0 1 0	Feb. 14, 1885.
70000	Waller (gold), Goodland Co., Virginia	1	1	1	0 9 0	July 2, 1885.
30000	Mexican and South American Smelting Co.	10	4 1/2	3 3/2	6 15 0	Dec. 12, 1885.
88676	North British Australasian	1	1	1	0 1 0	Apr. 17, 1885.

NON-DIVIDEND FOREIGN MINES.

Shares.	Mines.	Paid.	Last Price.	Present.	Dividends per Share.	Last Paid.
75000	Adelaide Land and Gold Com.	2	1	1	—	—
35000	Almaden (silver-lead), Spain	2	2 1/2	2 1/2	—	—
20000	Chancellorville Freehold	1	7s. 3d.	7s. 3d.	—	—
54400	Colgate Mining Company	1	1	1	—	—
134500	Poor Bowen, New Granada	1 1/2	1s. 6d.	1s. 6d.	—	—

PROGRESSIVE MINES.

Shares.	Mines.	Paid.	Last Price.	Present.	Dividends per Share.	Last Paid.
6000	Abbey Consols (lead), Cardigan.	1 1/2	1 1/2	1 1/2	—	—
1024	Aberdovey (lead), Merioneth	2 1/2	—	—	—	—
6250	Altgodey Consols Slate Quarry	2 1/2	—	—	—	—
940	Balgonon Con. (tin), Uny Lelant	3 1/2	—	—	—	—
12000	Ballyvaughan (lead), Wicklow	3	—	—	—	—
4000	Ballyvaughan, Co. Clare	£1 14	—	—	—	—
10000	Bampfylde (copper), Devon	2 1/2	—	—	—	—
3000	Basset Graze United (cop.), Kea	2 1/2	—	—	—	—
4000	Bedford Consols	7s.	1	—	—	—
7000	Beeralston United, Devon	1 1/2	1 1/2	1 1/2	—	—
508	Bell and Lanarth, Gwennap	11	5	3	—	—
2200	Bender (Limited)	1 1/2	1 1/2	1 1/2	—	—
8000	Bodvry, South Wales	£1 6	8	6 1/2	—	—
1000	Boiling Well (copper)	14	8	—	—	—
6000	Bolwenoe	£1 4	6	3 1/2	—	—
4096	Borington Consols, Plympton	4 1/2	1 1/2	1 1/2	—	—
1024	Bosworthen (tin), Sancerred	2 1/2	1	—	—	—
2000	Bryn-y-Pedwen (lead)	3 1/2	1	—	—	—
6000	Buckland Consols (copper)	2 1/2	2 1/2	2 1/2	—	—
420	Bunick Consols (tin), Ferran	2 1/2	3 1/2	3 1/2	—	—
4400	Buller and Bassett United	1 1/2	20	1 1/2	—	—
1300	Buller and Bertha	15	20	3 1/2	—	—
812	Butterdon (lead)	£6 8	2 1/2	2 1/2	—	—
3000	Ca-Cynon, Cardiganshire	10s. 6d.	3 1/2	2 1/2	—	—
4096	Calstock Consols (copper)	4 1/2	3	2 1/2	—	—
2115	Calstock United (tin and cop.)	2 1/2	2	2 1/2	—	—
1800	Cambaria (gold)	13	4	—	—	—
64	Cambaria (gold)	63 1/2	10	8 1/2	—	—
1024	Cardigan Consols, St. Cleer	10	8 1/2	8 1/2	—	—
729	Carlton, Newlyn	25	30	25	—	—
50000	Carmanvornish Slate	1	1 1/2	—	—	—
5000	Carnewas (lead, cop.), Mawgan	11	3	—	—	—
1055	Carvannall (copper), Gwennap	11	2	—	—	—
6400	Carvath United, St. Austell	2 1/2	2	—	—	—
8000	Catherine and Jane Consols	1	—	—	—	—
6000	Co. In Gwyn (sil.-ld.), Cardigan	1	1 1/2	—	—	—
2000	Clara (lead), Cardiganshire	£1 8	1	—	—	—
1024	Clijah & Wentworth (tin, cop.)	19 1/2	11	10	—	—
8000	Clowance Wood, Gwinear	8s.	—	—	—	—
2000	Coed Mawr Pool (ld.), Llanrwst	6 1/2	5	—	—	—
1000	Collacombe (copper)	10	42 1/2	—	—	—
15000	Connemara (sil.-lead), Galway	4	—	—	—	—
2450	Cook's Kitchen, Illogan	£15 18	9	—	—	—
3000	Cooshen's (copper), Cork	—	1	—	—	—
256	Craigmore (copper)	—	180	—	—	150 160
1055	Craigmore (copper)	—	38	—	—	40 42
30000	Craignuck (cobalt and nickel)	1s. 6d.	—	—	—	—
6400	Crow Hill, St. Stephen's	1 1/2	—	—	—	—
9000	Cubert (silver-lead), Cornwall	1 1/2	—	—	—	—
6000	Cwm Daren (ld.), Cardiganshire	1s.	—	—	—	—
10700	Cwmdyke Road and Green Lake	3 1/2	—	—	—	—
1000	Cwm Erffn (lead) Cardigansh.	8s.	1 1/2	—	—	—
6000	Cwm Fawr (lead)	£2 3	6 1/2	—	—	—
3000	Dalriach (copper)	—	23	—	—	—
1000	Daren (sil.-lead), Cardiganshire	6	5	4 1/2 5	—	—
4096	Daren & Cornwall United (cop.)	£1 0	9	—	—	—
3907	Devon and Courtenay (copper)	—	2 1/2	—	—	—
2935	Devon Burra Burra (copper)	£4 19	2	—	—	—
4566	Devon Wheel Buller	£1 10	6	—	—	—
14000	Diurod (copper), Ireland	—	—	—	—	—
853	Duke of Cornwall (ld.)	£21 19	17	—	—	—
15000	Dunsley Wheel Phoenix	—	1	—	—	—
3000	Dyrnwg (lead), Wales	£11 11	6	12 1/2	—	—